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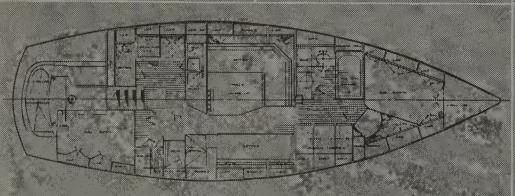
Robert Perry designer of the Passport 37, 40, 47

Over 140 Passport 40's have been built in its' short history. The 40 has made its' mark in the O.S.T. A.R., has cruised the Caribbean and South Pacific and has become a comfortable liveaboard home for many.

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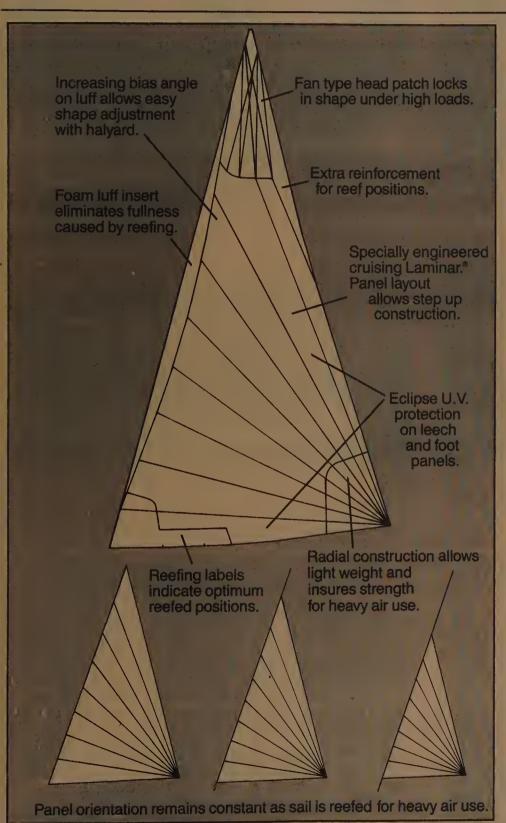
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Our HOOD/Net computer system helps us to design an optimally shaped sail and brings high performance to roller-furling Genoas. That computer system, using data on your boat and local sailing conditions, will develop a perfect design for you in just a few minutes.

#### **Fabric**

The StarCruiser uses HOOD's exclusive Laminar® Mylar laminated fabric, HOOD's own dacron fabric or a combination of both depending on your requirements. A Star-Cruiser made of Laminar will maintain a "tin sail" shape over a wider wind range. You could even use your StarCruiser as a #2. Genoa for racing.

#### CAD/CAM

In addition to computer aided design your new StarCruiser benefits from HOOD's computer aided manufacturing. The CAD/CAM system cuts complex curved panels with a Laser. Sailshape is built into every edge of every panel; not just into the single shaping seam common with manually built sails. Laminar panels are first fitted with seam tape, then double or step-stitched for superstrong seams.

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Hand finishing is still a HOOD specialty, so you get a high tech sail from the world's most sophisticated sailmaker, with hand details attended to by careful cruising sailmakers.

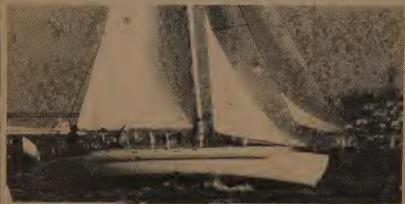
When you put your boat in "cruise" you don't have to leave the fast lane, call your nearest HOOD loft to get a quote.

## **HOOD SAILMAKERS**

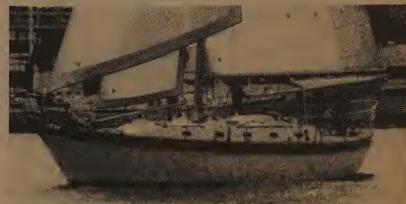
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# FOUR MODELS TO CHOOSE FROM



TAYANA 37 Cutter - Mark I, Mark II, pilothouse & ketch. Displ. 22,500 lbs, 11'6" beam 5'8" draft, 8,000 lb ballast, 861 sq ft sail area. Finest offshore sailing yacht available. Easily handled by a couple, comfortable enough to liveaboard.



TAYANA 42 Cutter center cockpit & long cabin aft cockpit models. Displ. 29, 147 lbs., 12'6" beam 5'10" draft, 11,800 lbs ballast, 1,009 sq ft sail area. Two popular models to choose from. Robert Harris design. Above deck she is "overrigged" and all gear "oversized" to insure reliability for extended offshore use.



TAYANA 52 Cutter, aft cockpit and center cockpit plan. Displ. 38,570 lbs, 15'1" beam, 6'6" draft, 14,800 lbs ballast, 1,156 sq ft sail area. Robert Perry design. Whether lying at anchor or playing with the sweeping seas, the Tayana 52 is an eye stopper of first magnitude - a magnificent sailing machine!



TAYANA 55 Cutter center cockpit, Displ. 48,400 lbs, 16'1" beam, draft 7'2", 17,600 lbs ballast, 1,635 sq ft sail area. Pieter Beeldsnidger design. Speed with extraordinary ease in handling, even by two people. A tall rig cutter with great sail carrying capacity which will allow the yacht to reach her inherent high speeds at all points of sail.

#### **SELECT LISTINGS** 24' MOORE '81 sloop w/trwl 6 sails 6hp aux. Great ocean and ba

	MOORE OF STOOP WITH WI, O Suits, one dan. Great occur and out	
	sailor Reduced:	17,
25	' PACIFIC SEACRAFT sloop, '77. Dsl aux, electonics. Make	Offe
	LAGUNA SLOOP '83 W/9.9. Aux elect. Start, 6'2" headroom,	
	refrig, 3 sails.	14.
27	'CATALINA'75 slp, 5 sails, Atomic 4, owner anxious. Try	12.
	' CAL MARK III '83 sloop. Need to move this one! Beautiful	
-	spacious interior, Yanmar dsl aux, shower, water heater, pressure	
	H20. loaded w/eauipment. See this one! Reduced:	26.
28	SEAFARER SLOOP. Rhodes design, 5 sails, outboard aux Make	Offe
	' ISLANDER '76. Robert Penny Design. Volvo dsl, electronics	25.
	'CAL sloop, '64. Repowered Yanmar diesel, 5 sails including spin-	
50	naker, full electronics. Strong boat.	21.
33	' RANGER '78. Dsl aux, 5 sails, electronics, lots of other	
33	equipment. Clean, well kept.	42.
	Compiler Cicali, well kept	

equipment. Clean, well kept.
ERICSON '70, sloop, 3 sails, Atomic 4 aux.
Try
ANNAPOLIS CUTTER '80 Perry Design, double ender, 4 sails,
30hp Yanmar dsl, electronics
Try
TAYANA '82 Mkl. Full electronics, one owner, bristol condition.
Yanmar 33hp diesel. Owner anxious.
Reduced to:
TAYANA '85 ketch — all the right equipment for cruising and liveaboard. See for yourself!
TAYANA CUTTER '85 double ender. MKll
LOWMAN '46 M/S sloop. 3 sails incld'g spinnaker, new BMW
50hp aux. Nice condition, good liveaboard.
Try
NEWPORT sloop custom '82. See this to believe in respect to equipment and layout.

ment and layout.

TAYANA '85 center cockpit cutter. Perkins 49hp aux, Hood roller furling jib & stays'l, dodger, windlass, electronics, teak interior.

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Only
TAYANA Cutter '86. Loaded and upgraded. Like new! Estate-

.500

900 .000

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64,500

67,500

78,500 92,000

55,000

120,000

128,000

295,000

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# Latitude 34

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First Issue — Big Splash!

Graphic Design: K. Bengtsson

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27' ERICSON, Many upgrades       14,900         27' CATALINAS dsls & ob's       From 13,000         28' MIRAGE       24,500         30' CATALINAS       Several from 29,500         31' PEARSON '78       29,500         32' ERICSON       28,000         32' RANGER, Many upgrades       26,900         33' RANGER       28,900         36' CATALINA       59,000         37' SPARKMAN STEPHENS APACHE       28,000         38' ERICSON, Tri-cabin       110,000
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38' ERICSON, Tri-cabin110.000
A 41 ATTITUTE TO THE A 4 11
41' NEWPORT, Must sell57,000
45' CAL, Aft cabin, rare100,000
BROKERAGE C&C's
29' C&C MKII
29' C&C '83 10% downOwner Finance
32' C&C '83, Our trade!
34' C&C '77 Race ready 56 500
34' C&C '80, Sea of Cortez slip availableCal
35' CC LANDFALL68,500/Offers
36' C&C59,500
37' C&C '85 launch, beautiful, loaded99,500
38' C&C Must sell, '86 little use109,000
39' C&C LANDFALL, '86, At our docksOffers
43' C&C LANDFALL
54 CdC cdstolli, reddecd
CRUSIER/LIVEABOARD
30' CAPE DORY Ketch49,000
33' ROUGIIWATER '80, dsl, repo35,000
33' SEA SPIRIT, Wood classic30,000
35' CIIEOY LEE '38, Classic28,500
35' BABA '79, dsl74,500
36' ENDURANCE Cutter77,000
37' CREALOCK '7881,000
37' O'DAY '7859,900
40' CHEOY LEE Offshore, Tri-cab 69,000
41' YANKEE CLIPPER
46' CAL 2-46, Good opportunity
50' COLUMBIA, A "Gem"129,900
51' FORMOSA '79, Nice135,000
61' COLIN ARCHER, World cruiserReduced
RACERS
20' SANTANA
25' MERIT '8212,900
27' CFOffers
29' J-29 '8343,112
30' CAPRI33,000
30' ANDREWS, Loaded
30' SANTANA 30/30s, Fast & comfortableSevera
33' I I OBIE, Successful Must See
34' WYLIE Reasonable Offer
35' SANTANA '7959,000
35' SCHOCK, Rare opportunity
36' N.Y.36
41' J-41, Hard to find100,000 45' NELSON/MAREK135,000
46' ETCHELLS '7298,000
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## LETTERS

#### **THE KIDS HAVE IT**

I certainly agree with Chris Boome's suggestion about sprucing up the covers, but . . . such a weird looking child!

I believe that an attractive child, such as my grandaughter Dallas, shown in the photo steering our new 53-ft sloop, would be more



Dallas at the wheel.

appropriate for a magazine the stature of Latitude 38.

Bill Clute Marina del Rey

Readers — Just so nobody gets the wrong idea, Clute, who used to live in Belvedere, and Boome are long-time sailing buddies.

Incidentally, while Clute lives in the world's largest marina, old friends will have no trouble finding him. Just ask anyone for 'Grandpa'.

#### **SHATTERING ILLUSIONS AND WAVES**

Concerning your article on the Marina del Rey to Puerto Vallarta yacht race, I think *No Illusion* did quite well. winning PHRF B and placing fourth overall in PHRF.

As you stated, she is a Swan 44 with teak decks and a single spreader rig. Hull #1 of the Swan 44's, she was built in 1972.

Stu Palmer was correct when he said she is a 'furniture racer'. When the other boats were surfing, we nicknamed her 'the wave crusher'.

Therefore, I believe No Illusion and her crew did extremely well to correct on the Santa Cruz 70, Blondie, and all the MacGregor 65's.

Ed McDowell, skipper

No Illusion

Ed — We think you're absolutely correct. We also hope our readers take note of the fact that well-sailed older boats can do well against the newer boats — especially in races to Mexico.

#### **BETTER THAN LATIN AMERICA**

I can't believe that after cruising for 14 months I could still become so incensed that, not once, but twice, I would actually stop reading to write a reply. Has your editorial policy taken a radical move towards anarchy lately, or have I just been reading the ads in the past?

Your lack of faith in American juries is appalling. I'm on sabbatical from a law firm whose practice is one-third products liability defense (so I'm certainly not inclined to favor Tory Burke's side). Still, I trust the opinion of "twelve good men and true" to spot and idiot or



Offered By...

# ABC Yackta

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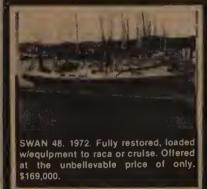


#### **ANCHORAGE BROKERS & CONSULTANTS**

			SA	IL.			
105	Loggert'	03	200,000	37'	Endeavor	'79	70,000
59"	Ketch		250,000	36°			79,000
56"	Garden		56,000	36"	Islander	. '78	55,000
531			140,000	. 36	Islander	172	50,000
52°	Cheoy Lee	80	31,500	36"	Hunter		58,000
52"	Columbia		125,000	36*	Freeport	'78	89,000
50'	Gulfstar	77	139,000	36*	Freeport		75,000
49"	Chinese Junk	83	95,000	36*	Cheoy Lee Luders		50,000
47"	Valiant'	82	275,000	36	Cheoy Lee	76	75,000
46°	Garden Ketch"	75	125,000	36*	"J" pearson tilso		86,000
46"	Abeking Ketch	35	22,000	35.	Trimarin		40,000
45"	Lancer	83	149,000	35	Cal Ass.		69,500
457	Stephens Bros	37	65,000	34' 34'	Tartan		34,500
45	Garden Ketch"		145,000	34	Moody		63,000
44'	Peterson		130,000	34'	Fisher		115,000
44"	Peterson'	78	125,000	34'	Cal		29,900
44	Islander	74	80,000	33"	Ranger		30,900
44"	Hardein,		130,000	33'	Hunter	79	46,000
44'	Garden		58,000	33,	Hunter		45,000
431	Deborde,		38,500	33,	Hunter		44,000
43'	Alden Schooner			33,	Hunter		38,500
42'	Westsall			331	Hans Christian	₹.781	87,500
41'		50	53,000		6 Pearson Yachts.		32,500
41'	Perry		125,000 54,000	32	Westsail		45,000
41	Kettenburg		79,500	32'	Traveler		54,450
41	Cheoy Lee	70%	110,000	32'	Traveler		49.500
40'	Ocean	34	130,000	32'	Elife		55,000
40'	Hinckley		89,500	321	Coronado		49,995
40'	Freedom	81	158,000	32"	Aries		45,000
39'	Landfall		85,000	31'	Southern Cross	'76	48,000
39,	Ericson		65,000	31"	Pearson	79	43,000
39,	Ericson	71	30,000	30'	Tahiti Ketch	'76	49,500
381	Morgan'	81	82,000	30'	Roberts		13,500
38'	Hans Christian		116,000	30,	Pearson		59,500
38'	Hans Christian		93,500	30'	Pearson		26,800
38'	Hans Christian.	78	85,000	30'	Palmer-Johnson		35,000
38'		78	79,000	30,	Pacific Sea Craf		29,000
38'	C&C Landfall'8		89,000	30'	Newport		36,000
38,	Alajuela	77	85,000	30'	Newport		31,000
37'		74	35,000	30"	Newport		25,000
37	Flying Dutch		60,000	30°	Lancer	'78	25,000
7.	Tilling Dotoil	_	00,500				

#### POWER

76' 70' 65' 60' 57' 53' 52' 52' 50' 50'	Broward Tacoma Twir Stephens S.A. Williams Nordlund Stephans Pacamaker Chriscraft Criscraft Monk Bluewater Bluawater Ball Ocean Longbeach Co. Chris	'73 '36 '79 '66 '62 '71 '82 '84 '83 '61	800,000 125,000 350,000 250,000 215,000 130,900 140,000 230,000 210,000 250,000 125,000 110,000	43' 42' 41' 41' 41' 40' 40' 40' 40' 38' 38'	Chris Craft         '50           Post         '72           Pilgrim         '85           Owens         '65           Marina Trader         '78           Hoovar         '80           Bluawatar-Talwa         '77           Stevens         '41           Chris Craft         '83	169,000 236,500 79,500 119,000 39,500 89,000 79,000 165,000 44,000 79,000 68,000 86,000 23,500
	Bluawater	'82	210,000	40,*	Marina Trader '78	
	Longbeach Co	'61				
50'	Chris	2_2				
49"	Albin	79	165,000		Hunter '64	41,500
	Chris Craft		89,500		Hunter '69	25,000
47'		70	126,500			89,000
47'		100	80,000		Trojan	86,000
	Matthew	100	90,000		Shin-Shing	65,000
44'			121,000	-30	Sea Ray	79,000
44'			180,000	30	Grand Banks'74	89,950
43	Staphens	29	39,900			





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## LETTERS

## **LETTERS**

malingerer — even one with a snappy lawyer.

I suggest that, instead of spitting (!) on the American system of justice, you move down here to Panama, where I've spent the last three months. Or even Costa Rica, where I spent five; or Mexico, where I spent six. You sure don't have to worry about product liability insurance. However, the trade-off is little or no freedom of speech and a major lack of human rights. Latin America offers beautiful scenery and many wonderful, friendly people, but the legal system does not offer enough "justice" to spit on — so you'd be safe.

Lynn D. Longers Yacht Cynara Portobello, Panama

Lynn — Order in the courts!

Order in the courts!

Order in the courts! We don't want anarchy in the American legal system, that's what we've got now. We're looking for a little justice, a smattering of what's fair and right. And lest you think we're alone in our digust with the system, let us quote a few paragraphs from Jack Anderson's Washington column:

"America has become overpopulated with lawyers, who endlessly complicate their procedures and increase their fees while justice languishes.

"In a real sense, the legal profession has transformed the American system into a government of the lawyers, by the lawyers and for the lawyers. They now control the judicial branch, dominate the legislative branch and intimidate the executive branch.

"This has led to an explosion of litigation, which has burdened the paying public with billions in legal bills. These are paid by people in the form of higher costs, higher prices and lower productivity.

"Meanwhile, the courts are hopelessly clogged with cases, the verdicts are erratic and unpredictable, insurance is unavailable or unaffordable. Entrepreneurs have been driven out of business, doctors have abandoned their practices, journalists have stopped exposing wrongdoing, manufacturers have shut down plants, local governments have cut off services — all because they can no longer afford the high cost of defending lawsuits."

There's yet another guy who has been grousing about the American legal system. Burger is his name; Warren Burger. Used to be Chief Justice of the Supreme Court. He told USA Today that lawyers are overloading the courts. The lawyers deny it, saying the judges should force quicker settlements. While the judges and lawyers bicker over who's responsible for the mess, citizens, businesses and society are getting ground up in the middle.

Let's talk about equal access to the law. You should do a little survey of boat dealers and boat services in the Bay Area and see how many will not knowingly do business with lawyers. Why? Because there's a very small minority of lawyers that use their intimate knowledge of system to avoid paying their bills — and smirk while doing it. And while there may be a very small number of them, it just takes a single stiffing of a \$10,000 bill for many marine service businesses to go under. And such behavior is not just limited to 'small time lawyers' either. A few months back we reported how years ago Dick Miller successfully sued Melvin Belli for not paying for a boat he bought. Miller would be the first to tell you it never would have been possible had he not had a big money guy to bankroll the suit.

Let's talk about ridiculous lawsuits. A couple of years ago there was the tragic Doublehanded Farallones Race in which four people were killed. Everyone entered had signed releases, and all raced of their own free will. One of the families of the four filed a lawsuit, and one of the parties that ended up paying was the St. Francis YC.

What's asinine about it — and we selected that adjective carefully — is that the St. Francis didn't sponsor the race. Their only connection was that they were foolish enough to graciously allow their starting line and race shack to be used by the sponsoring Bay Area Multihull Assocation. Perhaps you're uplifted by that bald-faced shucking of responsibility and legal larceny, but we're thoroughly disgusted by it and the 'it's always somebody else's fault' way of thinking it encourages.

Right now in San Diego boatyard subcontractors are just about to become extinct. Subcontractors allowed boatowners to get work done on their boat for substantially less than the hourly rate the yards have to charge. What happened? There have been a couple of multimillion dollar lawsuits filed recently. As a result insurance experts are advising boatyards that they are extremely vulnerable to big lawsuits, and that even if they could get adequate insurance to cover themselves, that the liability far outweighs the benefits of having the subcontractors. As the San Diego Log put it: ". . . the threat of liability in Southern California today has essentially ended an era of subcontractors along the waterfront." So long \$15 an hour subcontractors and their jobs, hello having to pay \$55 an hour for pedestrian tasks

Justice delayed, they say, is justice denied. Perhaps you remember the sinking of the gaff-rigged ketch Spirit about ten years ago on what was to be a voyage from Hawaii to San Francisco. For reasons never determined, the boat suddenly was flipped over and the five crew had to crawl into two Avon liferafts. After 17 days one liferaft was picked up; the other about six days later. Two of the five crew had succumbed to exposure.

It must have been at least eight years ago that Pillsbury, Madison & Sutro — said to be the biggest law firm west of the Mississippi — filed suit against Avon on behalf of the estate of one woman who died and one who survived. After long and expensive legal proceedings, the jury found that Avon had been negligent in the design and manufacture of the raft. On appeal, the judge set the verdict aside, saying it was clear that the jury had completely blown it. So much for the "twelve men good and true" trying to understand anything complex.

So here we are, ten years later, and the attorney for PM&S is taking new depositions, and the whole business is about to be reopened. At the rate things have been going, it's reasonable to wonder if the case will be closed before the end of the century. And what if Avon is ultimately found innocent? It will have cost them a fortune to have defended themselves. And what about the 'pain and suffering' of non-suing crewmenthers, friends and family who've had to have this scar torn open for over a decade? They're orphans in our system.

Then there was a case the Chronicle reported on recently. The city had illegally fired an ill employee. Although the case never went to trial, the city ended up forking over something like \$130,000. Of that, the injured party only got about \$50,000. If we're going to be stuck with an inequitable judical system, can't it at least be efficient?

Given the injustice and unconscionable waste of time and money, we've always thought it a shame the government couldn't turn the judicial process over to private enterprise. As unlikely as it seems, something akin to that began in Orange County in 1979 when a former Superior Court judge started Judicial Arbitration and Mediation Service. Last year their staff of 16 retired judges handled more than 1,100 cases, almost always at a fraction of the cost that would have been incurred in public courts. An idea whose time has apparently come, similar services are popping up all over the country.

Given the fact that 'private justice' is proving cheaper and more expeditious, it's got to be of lesser quality, right? Not according to

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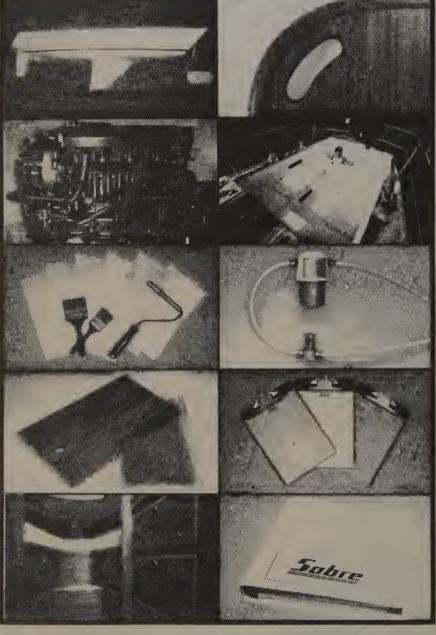
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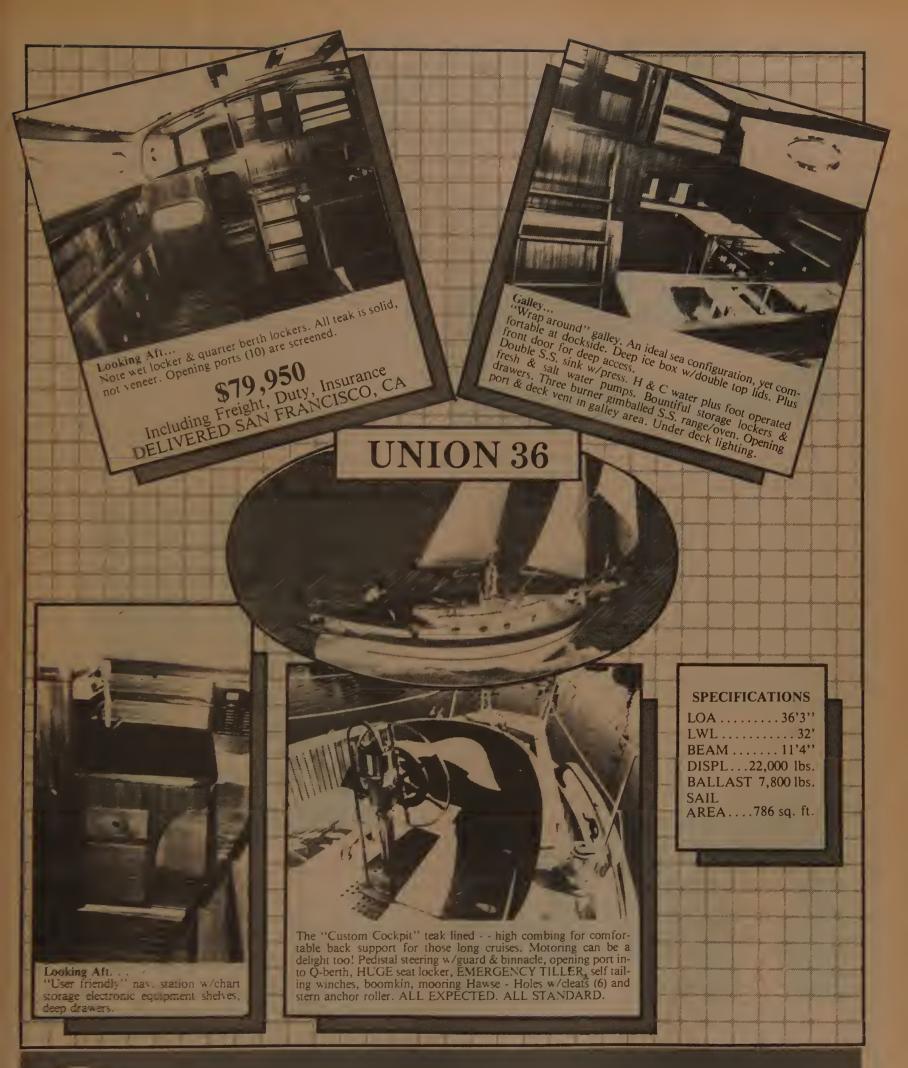
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## **LETTERS**

Frank E. Sander, a chairman of the American Bar Association who is against private justice for a most unusual reason. "I'm sure these private systems give good service to their customers," he was quoted in the Marin Independent Journal, "and that's just the problem. The question raised is whether there should be a particular system of private justice that gives better resolutions to people who can afford it than for people who have to settle for potluck justice in the public courts." So now we have a leader of the American Bar Association arguing for slow and expensive potluck justice for all? Pardon our spitting.

In closing, Lynn, what's this lunacy about having to trade free speech or human rights for sane product liability; or looking to Latin America for judicial leadership? Can't our legal system aim for the stars instead of the gutter? We certainly hope your cruise takes you to places like New Zealand. Lord knows how their justice system gets on — they don't have anywhere near the 2/3'rds of the world's lawyers the United States has — but it does, quite nicely.

#### **DASININE RIGAMAROLE**

Perhaps someday I'll write the whole story. For now this anonymous — paranoia sets in — letter will have to do.

Recently I took a ham radio course. Following the course I took my tests; code and theory. I did well enough to pass each exam and am now a duly licensed Amateur Radio operator. I know nothing about operating a ham radio, but I can copy code at slightly more than five words a minute and draw pictures of vacuum tubes.

I'm sure that I'll soon get my upgrade to Technician. I'm a great test-taker. I wonder if I'll learn how to operate the radio. Whether or not I get my General Class license depends entirely on whether or not I can increase my code speed; again, the test will be no problem.

I don't say this to brag, but to point out how silly this licensing procedure is. I know scores of people who know how to operate a ham radio; build, rig, tune equipment; etc. Most of them of unlicensed. They are interested in using the radio to check into the mobile maritime nets when they're cruising and for emergencies, not to discuss arcane radio lore and antenna specifications. Certainly there should be some way these people can get on the air legally without having to go through the asinine rigamarole I went through — which proved nothing about my ability to use the radio.

Perverse as I am, this whole thing has become a challenge: to see how far along I can get and never even learn how to turn the damn thing on!

Paranoid Test Taker Long Beach

P.T.T. — Having hammered this subject to death, knowing full well nothing is going to change soon, we're moving on. In the next issue we'll have an Idiot's Guide to Buying and Using Ham Radio.

#### **DA CLINT EASTWOOD**

Your April issue contained a letter from a reader complaining that the Long Beach Marina billed him monthly for 33 feet worth of Catalina 30 tall rig, when in fact it only measures 32 feet, 1 inch. I thought I would really make the man's day by informing him that in Long Beach he pays for a 35-foot slip any time that the total overhang of the boat exceeds 29 feet, 11 inches. Therefore, we have the only place on earth where less than 30 feet becomes 35!

Actually, I very much approve of the City of Long Beach Marina and the way it is run. The docks are kept up, the bathrooms are clean, there's good phone paging service, and it's well-patroled—both on water and ashore. And they keep out the rif-raf on Grand Prix weekend. They run a very tight but fair ship on the rules and

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# ENJOY YOUR SUMMER VACATION ON BIG O



It makes no difference if it's your first or fifth Caribbean charter, *Latitude 38 Adventure Charters* can put together a custom package for you.

Your first time? We recommend a 7-day charter covering the length of the protected waters of the American and British Virgins. Board Big O at Red Hook on St. Thomas, than cruise to the beautiful coves of St. John, Great Harbor on Jost Van Dyke, Norman and Cooper Islands — and our particular favorites, Virgin Gorda's Spanishtown and North Sound's Bitter End YC. We'll show you where to boardsail, snorkel and explore. We'll also show you what a thrill is it to drive a 71-footer to weather.

As always, there'll be no need for you to do any galley-slaving, standing of anchor watches, rigging of sailboards, or anything like that. Our three-person professional crew is there to assure you that your vacation will be the most adventurous — and restful — you've ever had.

Already done the Virgins and looking for something more adventurous? Try our seven islands

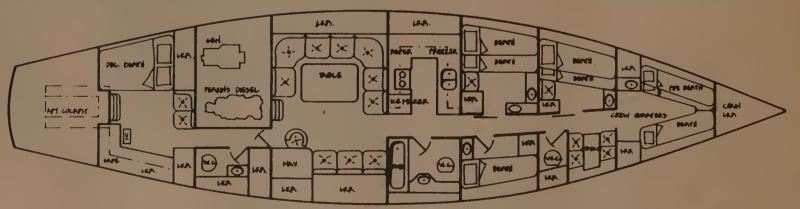
in seven days — they're close together — Caribbean special. You fly into St. Martin, have French oysters at the Cafe de Paris in boat-lined Port Royal, then spend the night aboard at Marigot Bay. The second day you reach eight miles over to Tintamarre for an afternoon swim, then continue on 15 miles farther to beautiful St. Barts. After the best mussels you've ever tasted at La Marine, you'll want a day to explore this gem of the Caribbean by motorscooter. The fourth day you sail 25 miles downwind to 'the eel', Anguilla. If you don't hit ten knots on the smooth water reach behind the island, the rum's on us. The fifth day - or better yet, night - is a 90-mile broadreach to Spanishtown on Virgin Gorda, Night sailing in the Caribbean is as good as it gets. The sixth day you sail downwind to the lovely anchorages of St. John in the American Virgins. The seventh day you sail to Red Hook on St. Thomas, where you fly out the next morning.

Even though it's an ambitious itinerary, there's still plenty of time to relax on the beach, dive, board-sail and explore. For those with the time and inclination, it makes an even better two week charter.

For Latitude 38 readers, a six-person charter on Big O is \$5,000 a week. This includes the boat, the crew, food and rum, fuel, two sailboards, two outboard-powered dinghies, snorkel equipment and other goodies. There is no security deposit. Similar charters on other Ocean 71's can run as much as \$7,500. Lloyds now insures the boat for eight paying passengers; call for details and prices.

Designed for chartering, *Big O* is spacious. Each cabin — including the separate crew's quarters — closes off from the rest of the boat. There are three heads, one with a bath and shower. There's an additional topside shower. There are two salons, one 11 x 14 feet. The two cockpits are big, and can easily accommodate 16 people.

If you're willing to invest a little more to get a lot more out of your Caribbean charter, go Big O!



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## **LETTERS**

regulations. I like it, as I know no one is getting an advantage on me because of who he knows or how much money he has.

We love your magazine down here where the sun always shines, the winds blow "only" 12-14 knots, and we never concern ourselves with tides and currents. I'd subscribe — if I didn't pay the city for those extra four feet every month. But then I'd miss the multiple trips to West Marine right after the first of the month trying to grab the last Latitude 38 before they're gone.

Jim Munch Long Beach

Jim - We hope there are enough of the new Latitude 34's to keep you from getting so much exercise.

#### □IT DID SEEM A LITTLE ODD

I just wanted to write a quick letter to make a correction.

In your article *Making Sense* of *The Racing Scene*, it should say the TransPac is a biennial race held on odd numbered years — not even — as was noted. I hope this point does not seem too trivial.

Thanks for publishing the best rag on sailing I have ever read.

Darrell Palmer Navigator on *Elusive*, TransPac '87 Long Beach

Darrell — Now you tell us! After we spent the second half of July at the Diamond Head buoy waiting for the boats that never came.

#### ☐THE DEAL ON DATUM

I've just returned from the Far East and was delighted to find the March '87 issue as part of the magazine supply in the head of my marina.

On page 132 of that issue, it mentioned that *Shammy* used a Sat-Nav to transit a reef at New Caledonia. I'd like to caution people about doing things like that. Most SatNav's display Lat/Long based on WGS-72 horizontal datum. This is *not* the datum used on many charts. Thus another offset is often printed on most charts.

Here's the caution: When transiting a narrow channel, the offset of a couple of hundred yards may be enough to put you on a reef—even though your perfectly functioning SatNav says you are in the middle of the channel! The entrance to Suva, Fiji, is a perfect example of where you could run into such trouble.

In a related matter, I have a firsthand report on the new GPS system: It's every bit as good as expected. So I suggest that sailors considering the purchase of a SatNav be certain it has GPS capability. In two years the 'transit only' sets will be dinosaurs.

Even with GPS, however, datum offsets may still have to be taken into consideration.

Sam 'Who Needs Code" Shaw N6LASF Morro Bay

Sam — Only recently — through a 'Notice to Mariners' — did we become aware of 'datum offsets'. Unfortunately, we're not completely sure we understand what they are. Is there anyone out there who could explain them and their importance to our readership?

#### **MEXICO INSURANCE**

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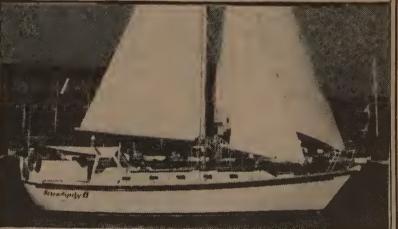
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## **LETTERS**

especially Mexican law being what it is. There is a company in Los Angeles that is associated with one of the largest insurance companies in Mexico, Seguros Tepeyac S.A.

The broker for this carrier is MacAfee and Edwards located at 2500 Wilshire Blvd., Los Angeles, CA 90057, (213) 388-9674.

These folks are a tribute to old-fashioned service, they write liability coverage for autos, aircraft and boats. I can't quote rates but from my experience maximum coverage for aircraft is embarrassingly low.

Once you provide them with your basic information, i.e: name, address, etc., they send you a plastic card and you simply inform them by phone of the details of your trip, and that's it!

Incidentally, the back of the card is printed in Spanish so you simply present it to the local whomever and it provides all the info about your coverage and who to contact.

I hope this qualifies for a t-shirt (large) and as we are headed to Belize soon for a 10-day bareboat charter, send me some extra issues and I'll be happy to spread around the invaluable service your publication provides.

Mike Johnston Huntington Beach

, Mike — A couple of questions. Our understanding is that insurance rates in Mexico are set by the government and thus are all the same. Are we mistaken?

Secondly, are you talking about liability insurance for a boat while out on the water? If so, we've been advised by one expert in this field that Mexican insurance is not a good idea. "You're going to pay premiums in dollars, and if you need to collect they're going to pay you back in pesos that are declining in value." He laughed a bit and said, "No, my friend, that is not such a smart idea."

Now maybe we're not comparing apples with apples here; can you clarify this a bit?

#### **WHERE ARE THE TRUCKS?**

I am considering buying a 26-ft sailboat with eight foot beam that is currently in the Bay Area. I would like to have it transported to Puget Sound.

Can you put me in touch with a transport company? I have been unable to locate one.

Bob Ramsey Fort Dick, CA

Bob — There are several big outfits that truck boats, such as Dudley Freight Lines and Boat Transit, Inc. of Newport Beach. However, you might get a better price from an independent, especially if he'd otherwise be deadheading back to Puget Sound. Ask around at the boat yards you're thinking of using to unload the boat, it may say you a lot of money.

If thrift counts and the boat isn't too heavy, you might want to consider doing the job yourself. You might know — or advertise for — someone who has the appropriate towing vehicle or trailer. Or even rent them.

And for those of you readers monitoring this magazine for 'pornography', yes, there is a Fort Dick, California. It's about halfway between the Smith River and Crescent City, not far from the Oregon border.

#### **DA SAILOR PINES FOR THE COAST**

My son is an exile in darkest Illinois where he is in his third year working on his doctorate in cognitive psychology at the University in Urbana. After graduating from U.C. Berkeley he worked for a year at

## **LETTERS**

Club Nautique at Alameda maintaining boats and teaching sailing. Now all he can do is boardsail and pine for the West Coast, so I want to enter a subscription for him.

We are Sailors who have cruised and raced a Cal-25 out of Alamitos Bay in Long Beach since the early 70's, as well as having bareboat chartered in the B.V.I., the Bahamas (three times), and this past July out of Bodrum in Turkey. I enjoy *Latitude 38* very much though it raises my cruising fever to dangerous levels. I admire what I perceive to be your social and political liberalism, especially in view of the heavy conservatism of the yachting fraternity. So I enjoyed your articles on Commodore Tompkins and Sterling Hayden.

But I do get tired of sweating each issue of *Latitude 38*, around which I am compelled to arrange my whole schedule at the beginning of the month so that I can beat the mob descending on West Marine for their rapidly dwindling supply. So, enter a subscription for me, too.

Will we be the only Sailors on your roster?

Danton B. Sailor Professor of History Cal State Fullerton

Danton — If we remember correctly, there used to be an Elaine Sailor who was in charge of the boating classifieds for the San Francisco Chronicle. There was also a Joan Kiel (pronounced 'keel') who did boat loans for the Bank of America, and a Belinda Dryrot who filed papers for an accountant. Actually we're kidding about the latter, we never knew anyone with the last name Dryrot.

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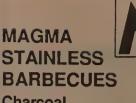
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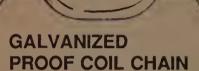
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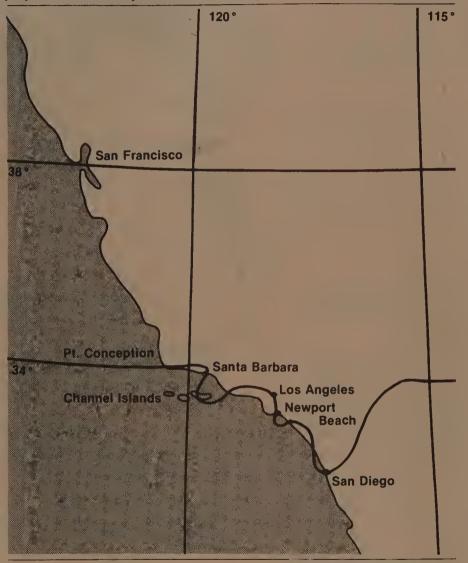
**West Marine Products** 

#### thirty-four? what's this '34' stuff?

Without question, right now there is a sailor in San Diego who just picked up a copy of this magazine and is saying to himself: "Who are these dummies who distribute a magazine called *Latitude 34* in San Diego? Last time I looked we were at latitude 32 40."

And sure enough there's the reader in Santa Barbara who is grumbling under his breath: "Don't these fools who publish this sheet know anything? As I recall Santa Barbara is at latitude 34 24."

We're sorry to disappoint you folks, but Latitude 34 is the name, and the proper one at that. If you don't believe us, just check the chart below. It may



Map illustrates geographical quirk.

not be of sufficent detail to use for navigation, but we can all clearly see that Santa Barbara, San Diego — as well as Marina del Rey, King Harbor, San Pedro, Long Beach, Newport, Dana Point and Oceanside — are all at latitude 34.

Now that that's been settled, let's please not have any letters on the subject.

#### what's a girl to do?

Dana Prentice of Naples had paid her dues.

She's put many thousands of ocean miles under her bottom since she first stepped on a sailboat as a 'girlfriend' for a delivery from Mazatlan to Cabo San Lucas, a delivery during which she first came up on deck — and she can laugh at this — in a short skirt.

Her thousands of ocean miles have consisted of many races; in Southern California, in the Clipper Cups in Hawaii, in Europe and in Mexico. And

cont'd on next sightings page

#### boat shippers

Remember Boat Shippers Inc. of Newport Beach, which took deposits and promised to ship boats down to Baja or back for people who didn't have time to make the long sail themselves? A lot of people remember Boat Shippers vividly because the company reneged on its promises and left people and boats stranded.

It sounded like a great idea. Instead of slogging and pounding up the coast after racing or cruising in Mexico, just load your boat on a freighter in Cabo San Lucas and pick it up in Long Beach. The cost was \$2,650 one-way. There was tremendous interest in the service. Fourteen to sixteen people paid in advance, including eight sailboat owners.

Boat Shippers made only one run, taking ten power boats to Cabo on the deck of a container ship and bringing five back. The run began on February 20 instead of the promised January 16. No sailboats were shipped then, but another trip was promised within 10 days. Then customers were told the cradles built to carry the boats on deck didn't meet insurance company standards, and the trip was off. That was the last most customers ever heard from Boat Shippers.

Jeff Eastman of Cupertino gave Boat Shippers \$2,250 to bring his Mull 35, Skypilot, back from Cabo and has been trying to get his money back since late February.

"I'm really hot about it," Eastman said. Not only is he out the deposit, but he's spent another \$1,500 or so on extra mooring fees in Cabo, airline tickets for extra trips to Mex-

#### 14-year-old to enter

If they'll let him.

Oden Arangon has a dream. He wants to sail in next year's Singlehanded TransPac from San Francisco to Hanalei Bay, Kauai. Oden is a Mexican living in Baja, California.

A lot of you are thinking, "Some 14-yearold Baja kid thinks he's going to race singlehanded across the Pacific? Sure, and President Reagan's a closet Sandinista!"

But before you dismiss Oden, you ought to know who his father is. Actually, since few would recognize the name Carlos Arangon, you ought to know what his father *did*. He sailed a 14-ft Finn, which is an Olympic class open dinghy for singlehanders, 2,700 miles from Mexico to the Marquesas. Sometimes he sailed it right-side up, other times he had no choice but to hang on while it was upside down.

#### on the reef

ico, and the boat still isn't back yet. In late April Eastman's wife was back in Cabo trying to raise a crew to sail the boat home.

Boat Shippers has not been returning phone calls and was reported on the verge of filing Chapter 11 under bankruptcy laws to reorganize and seek protection from creditors.

So far it sounds like folks who gave money to Boat Shippers are out of luck. But there may be some hope. Pete Mattox, who was Boat Shippers vice-president of marketing until things started to fall apart, says he is negotiating to buy the company, pay off the debts, and start providing the service.

He won't say exactly how much the company owes, but says it's "substantial". He won't say how much he's paying for the company ("very substantial"). But Mattox says the deal could be closed by mid-May, and the first shipment of boats may leave Los Angeles for Baja November 1. He also talks about expanding the service to San Francisco and Vancouver.

He says the problem with the old company was slipshod management, among other things. The search for a ship didn't get under way until about a month before the scheduled departure, according to Mattox. "There are a lot of unhappy people out there," Mattox said. "We've got a lot of work to do."

We hope Mattox is successful and the service turns out to be as useful as most people originally expected. But we'll start getting convinced when the boats start getting to Cabo with no problems.

#### singlehanded transpac?

So don't count young Oden out. It's likely his biggest obstacle will be getting the Singlehanded Sailing Society to accept his entry.

As for Carlos, one small boat trip across the Pacific apparently was not enough. According to Alberto Morphy, at whose La Paz charter company Carlos formerly worked, the senior Arangon is planning another singlehanded Pacific crossing. This time he'll do it in a traditional 16-ft wood 'Baja canoe'. For provisions he'll be taking nothing more than honey and a little bit of water. He plans to live off the sea. But just in case, he's gained 40 pounds in preparation for what he hopes will be a May departure.

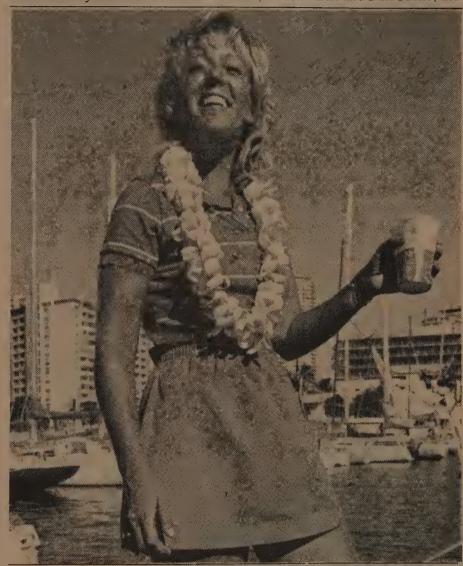
Latitude offers our best wishes to both Carlos and Oden in their nautical adventures.

#### what's a girl to do - cont'd

there have been countless delivery trips; many from Mexico to California, some from Hawaii to California, and one on *Bimblegumbee* from Hawaii non-stop to Hong Kong.

For all her ocean experience, Dana had never gotten to be captain for a delivery. A least not until a few months ago when the owner of the Puerto Vallarta elapsed time record holder, Joss, asked her to deliver his MacGregor 65 home from February's Puerto Vallarta Race. Dana jumped at the chance.

Assisted by crewmen Michael Robinson, Robert Allan and Dirk Sache, the



File photo of Dana in Hawaii wearing her best bailing attire.

first leg of the trip to Cabo San Lucas was mostly uneventful. They were boarded by the U.S. Coast Guard, which conducted a boarding inspection, but that was about it.

After a stop in Cabo, Dana and the three crew drove Joss north, against the wind, current and seas. Unfortunately, for them, it was the strong wind, fierce current, and big seas that were powering most of the Newport to Cabo Race Class A boats to a smashing of the old Cabo course record.

But with a job to do, Dana and crew pressed on. It wasn't the most comfortable passage, pounding into 25-knot wind and five to eight-foot seas, but it wasn't the worst delivery in the world.

At least not until water started appearing on the cabin sole. And more and more water. Enough so it was up to the crews' calves. Where was Dana's short skirt now that she could really use it?

There was no point in belaboring the 'why me', or frittering about all the stuff that was beginning to float around the cabin. Dana and crew quickly got down to business; finding the source of the leak and fixing it. Hopefully very cont'd on next sightings page

#### what's a girl to do - cont'd

quickly, since it was already 4:00 p.m. and soon to get dark.

The nice thing about boats is that they're equipped with bilge pumps. The unfortunate thing about the pumps on *J*oss is that they immediately got clogged. The Coast Guard inspection a few days earlier hadn't revealed that important shortcoming.

So while one crewman was putting out a call to the Coast Guard and other vessels, and another was looking for the source of the incoming water, two others had to continually bail. They did it the old-fashioned way; with buckets.

The search for the incoming water was made more difficult by the fact that some forward areas of the bilge had been rendered almost inaccessible by modifications. Naturally, that's where the leak was.

It turns out that the original depthsounder had been replaced, so the old thru-hull was filled up and glass laminated over the flat part of the hull and part way up a bulkhead. The constant pounding of the delivery trip had simply blown the plug out of the hole. The fiberglass that had been layed over it held loosely, so that water came in, but not in a steady stream.

About a mile from Abreojos, the Coast Guard arrived with pumps. Aided by the pumps, an overnight repair was effected. The next morning, one of the crew fashioned a thru-bolted rubber compression patch. It was an excellent job, and Joss didn't take another drop through the old thru-hull for the remainder of the trip home to Southern California.

Nobody ever told Dana that captains weren't tested; but on the first trip under her command?

Question of the month: How do you properly patch a thru-hull hole?

#### the other end of the cruising boat spectrum

Elsewhere in this issue you'll read an article by Andy Kerr titled *The Siren Song of the Pardeys*, which takes exception to that famous cruising couple's 'small and simple is better' philosophy. Some readers will agree with Kerr; others won't.

The one thing everyone who knows the Pardeys will concur on is that they cont'd on next sightings page

# commodore tompkins wins 5,500-miler

Warwick 'Commodore' Tompkins of Mill Valley, one of the veteran riggers and delivery skippers on the west coast, reached a pinnacle of his career April 21 when he and a Japanese crewmember won the 5,500-mile doublehanded race from Melbourne, Australia to Osaka, Japan.

Commodore and his crew, Kaoru Orgimi, finished about 320 miles ahead of the second-place boat. Their winning boat, *Nakiri Daio*, is a modified version of the Farr 55. Tompkins thought up the modifications, and fellow Mill Valley resident, yacht designer Bob Smith, did the engineering. The boat was constructed in New Zealand, where a year before Tompkins had overseen the construction of the Farr 55, *Spellbound*, for Palo Alto's Jim Hill.

The grueling Melbourne to Osaka race started March 22 with a fleet of 68. Storms off the east coast of Australia reduced the competitors to just 53. One boat and one crewmember were lost.

Castaway Fiji, a 52-footer from New Zealand, trailing Tompkins by 40 miles in the Coral Sea, lost its keel and flipped on April 2. The boat's designer, Colin Akhurst, and crewmate, Digby Taylor, were thrown into the water. Taylor, who spearheaded two New Zealand Enterprise Round-the-World race entries, was spotted by a French jet and rescued 14 hours after entering the water. He did not have a lifejacket. Akhurst was



#### the other end — cont'd

are a credit to sailing. Being self-sufficient is at the foundation of their sailing philosophy. Yet if they see a struggling sailor in need of help, they're the first to lend a hand. Such was the case after the Cabo San Lucas disaster of December 1982. While lots of folks stood around scratching their fannies, Lin, and particularly Larry, risked their limbs to help save boats such as Vagabundo.

So let's not have any readers take Kerr's article as being personally critical of the Pardeys.

As we read Kerr's article, we began to wonder what kind of cruising boat might be at the opposite end of the spectrum of the Pardeys. Then we saw the boat at Sea of Cortez Race Week last month; it's Dick and B.J. Deaver's Farr 57, Out'a Here.

Anyone familiar with yacht racing knows the name Dick Deaver. He's an Olympic medalist in sailing and as manager of the North loft in Huntington Beach since 1968, he's been abreast of the latest trends in sailing. An outstanding helmsman, he's won the Congressional Cup several times, drove Condor on the west coast and at the Clipper Cup, done the TransPac on Ragtime and many other boats. You get the idea; he's done just about everything, and done it well.

Several years ago, knowing that retirement was approaching — his last day is September 30 — he and B.J. began looking for their ultimate cruising boat. Their basic parameters were simple: a boat of at least 50 feet in length so that it would have the volume they required for comfortable living; and, that it not weigh over 30,000 pounds, the maximum Deaver feels a couple can handle in all conditions.

Despite his immersion in the sailing world, Deaver couldn't find what he was looking for. Finally Long Beach yacht broker Stan Miller steered him in the direction of a Farr 55. Deaver, of course, was familiar with Whistlewind, the racing version of the Farr 55 built and owned by Ed Gil. Significantly, Gil had built a mold for the hull which would allow others to be built at a reasonable cost.

Deaver and B.J. didn't want the cramped racing version, so they looked over Farr's 'cruising 55', which has the same hull but a rather high center cockpit and lots of interior space. Satisfied that the Farr 55 — with two feet added to the transom — would be the hull and deck they wanted, they began to spend their free weekends anchored at Catalina on B.J.'s Islander 36, designing the interior to their specifications.

The first modification Deaver insisted upon was going to a masthead rig. "I hate running backstays," he explained while on the beach in Mexico, "they're dangerous and wear things out." Deaver was a little surprised when Farr, who knows and respects Deaver's sailing abilities, didn't complain. However, there was an extended silence over the phone when Deaver told Farr he also wanted a split backstay. Why a split backstay? So whoever was fishing from the fighting chair mounted aft would have unrestricted movement of the rod, of course. Yep, a fighting chair that can be moved to the cockpit for the helmsman when sailing.

What's striking about Outa Here's interior is how light and open it is. Particularly when compared to Whistlewind or other centercockpit Farr 55's such as Spellbound and Tom Riggs' Amazing Grace. The tradeoff, of course, is that the boat looks a little top heavy. But since Dick and B.J. will be spending most of their lives looking out of rather than at their boat, they can live with the compromise.

Also striking is how few permanent berths there are; two in the owner's aft cabin and two in a cabin forward. That's it, just four on a 57-ft boat. One of Dick and B.J.'s biggest complaints with other designs they considered was that they all had so many berths. In a pinch a pipe berth folds out where the two reclining swivel seats — that's right — are located. And the dinette can fold down to sleep two more. But basically it's a 57-footer that sleeps four, and the Deaver's wouldn't have it any other way.

As for boat gear, it's as complex as the Pardeys' Taleisin is simple. For

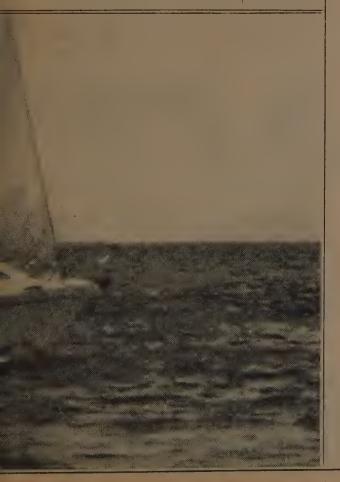
cont'd on next sightings page



Commodore in his Aussie hat.

never found.

The only other United States entry in the race was Rod Holt's Sir Issac, a 49-foot modern schooner designed by Chuck Burns and built by C&B Marine. A one-time whiz at Apple computers, Northern Californian Holt, and Australian crewmember Bob Goodie, were said to be in third place and nearing the finish as we go to press.



#### the other end - cont'd

example, it's got not only a big engine, but a Universal generator also. The generator drives such accessories as the 400 gal/day watermaker, the refrigerator/freezer, the clothes washer/dryer, the electric primary winches, the electric windlass and other gear. Dick loves the Heart Interface, which converts 12v power to 110 to run things like the stereo, the television and the VCR.

Deaver's spent a lifetime on cramped, wet, uncomfortable boats, so the desire for a few of the basic luxuries is understandable.

Out'a Here has a full complement of electronics except for radar. There's B&G instruments, an ICOM ham radio, a Shipmate SatNav, a Loran, and certainly not the least, a much-loved AutoHelm 6000 autopilot.

There's a lesson in persistence for all sailors to learn from Deaver's experience with the autopilot. Originally they had an AutoHelm 5000, but it just didn't do the job. Then they tried the 6000. "It's the best damn thing I've ever seen; we couldn't have made our trip to Mexico without it," Deaver reported.

The autopilot drives the boat easily under power and sail — and does it ever sail. Equipped with a roller furling headsail and a zipper furling main on the 65-ft tapered stick, *Out'a Here* does 7.5 to 8.25 knots to weather, depending on the sea conditions. Off the wind with the spinnaker — they've got a 30-lb carbon fiber pole for the 20.5 foot foretriangle — they can do knots with just 12 knots of breeze. When the wind kicks up, the light 57-footer really starts to move. Driven by the autopilot, she'll do as much as 15 knots over the bottom with 25 knots of true wind.

Thus when they followed *Latitude's* Mexico Itinerary starting in February, they made it from Long Beach to Manzanillo in a swift eight sailing days. Deaver and B.J. know full well there are some trade-offs with such a relatively light boat. For example, when coming across the gulf to Race Week, they got bounced around pretty well going to weather in 25 to 30 knots winds and "bad seas". Still, there are few if any boats that would be comfortable in such conditions.

Out'a Here returns to Southern California for the summer. After Dick retires, he and B.J. plan to head to Mexico again. Then it's on to the South Pacific, and who knows where else. But parts of the Mediterranean are beginning to sound real good. Just don't look for them to be sailing in Antarctica or British Columbia. The boat's registered in the name of their company, 'Deaver 20-20 Marine'. The 20-20 means they intend to sail where it's warm, between 20°N and 20°S.

The accompanying photograph of *Out'a Here* was taken at the recently completed Sea of Cortez Race Week, the only place the Deaver's intend to race it.

# as the tide turns — musing from the yacht delivery world

We're sure folks remember those big rocks with waves breaking on them in the middle of the entrance to the bay at Careyes, Mexico.

The range lights for them are situated on the terrace of a local residence up on the hill. Apparently, sometime during MEXORC, the owner of the house noticed that the range lights were interfering with suntanning on his terrace. So of course he moved them a couple of feet. The result is that now the range lights led boats *directly over the rocks* in the middle of the bay.

Perhaps this is why the Coast Guard always cautions mariners not to rely on a single navigation aid — and that's in the United States!

Other news from crews returning from Mexico:

The abalone farm at Isla San Martin seems to be going great guns, although it makes anchoring a bit more difficult. Now there are many rows of floats connected by underwater cables, so, it's easy to anchor in what looks like a clear spot and still be over the cables.

The bottom is clear of cables along the 'breakwall', but it's a mud and grass bottom on a lee shore. Not the best place to get a good night's rest. The other

cont'd on next sightings page

#### satisfying

Is there a racer out there that doesn't crave a good spinnaker run? No, there's not.

Is there a rabid racer out there that doesn't love the feel of his boat breaking loose and surfing? No, there's not.

Are there any rabid racers, therefore, who aren't going to be doing the TransPac this year? Unfortunately, yes, and with good reason. It takes a greater commitment of time and money than many sailors can make.

You're probably thinking that what the world needs is a mini TransPac-ish sort of race. Actually there is one, and the good news is that it finishes at Catalina. The not so good news is that it starts off San Francisco. Called the Oakland to Catalina Race, it is being co-sponsored this year by the Metropolitan YC of Oakland and the Long Beach Naval YC.

This year's race will start July 6. It's been



#### the lust

going on for years, and it's no small race either; last years event drew over 50 entries, including a MacGregor 65 and a number of Santa Cruz 50's. Look for an even bigger fleet this year.

The race, which starts near the attractive cityscape in the accompanying photo, quickly gets out into the brisk winds and rolling seas that often characterize the waters north of Point Conception. Boats regularly hitting speeds in the teens for hours is not uncommon. It blew 45 knots during one Oakland to Catalina Race about three years ago, and boats such as Islander 36's were doing 15's and 16's. The big sleds sometimes hit the 20's.

We've got to confess we don't know the current elapsed time record for the 392-mile course, but we know what it could be. About 24 hours. We figure that on the basis of a trip cont'd on next sightings page

#### as the tide turns - cont'd

option inside is north of the noisy buoy, so this trip we elected to anchor outside, on the other side of the 'wall'. It was just fine.

Remember a while back when we had to break the tragic news that the whorehouse at Turtle Bay had burned down? Our scouts — names aren't important — report that it's back in operation again. It doesn't have a roof, but it's back in operation.

How windy was it for the delivery crews bringing boats back from the Cabo race? The crew on *Miramar* had to endure watching their traditional porno film — this year it was *Blazing Zippers* — on a VCR rather than having it projected on the mainsail.

In the 'Some People Never Learn' department: When *Jumpin' Jack Flash* tweaked her rudder on the Cabo Race, they consulted the reigning 'expert', Mark Rossi. Actually, Rossi has been branching out into keels, now. Pat Farrah says Rossi's new lead for *Ragtime* cost him \$50,000.

As for Pat, he's excelling in the role of 'good and generous owner'. Exhibit A: he flew both *Blondie* and *Ragtime*'s racing crews home from Cabo on a Lear. Exhibit B: we understand *Blondie* is not for sale or charter until after the TransPac. Pat really loves his *Ragtime* and wants to see her take TransPac elapsed-time honors for the third time.

Do the Corona Extra beer people know how to make friends with delivery cont'd on next sightings page



#### as the tide turns - cont'd

crews? They rolled a truck right down to the dock at Cabo as the crews were preparing to head home. Corona to your yacht — a great idea!

# Life's a Reach, Then You Jibe

It was a bumpy trip home for most of the boats. Overheard on the 'delivery net' from the skipper of *Ragtime*: "If you think the sound of pounding fiberglass is neat, wait until you hear the sound of splintering wood!" And you wanted to be a delivery captain?

But let's end on a positive note, with the words of Louie the Lip on Apogee:

Life's a reach and then you jibe!

- debbie, bob and nita

#### meanwhile, down south

It's spring, the wind is steady, your boat leans into the swell, slipping smoothly, silently through the water and you feel the sense of freedom that has always drawn people to sailing.

But there is a serious threat to that freedom looming on the horizon. In the San Francisco Bay Area we have the Bay Conservation and Development Commission to instruct people on what they can and cannot do with their boats, houseboats, businesses, beaches, lives, etc., etc., etc.

But those of you in the San Diego area have no reason to feel smug because you don't have such a commission. One may be in your future. AB248 introduced by Assemblyman Larry Stirling, R-San Diego, would create a "San Diego Bay Conservation and Development Commission."

It would require that the commission "make a detailed study of the characteristics of the bay, including the quality, quantity and movement of bay waters, the ecological balance of the bay, the economic interests in the bay, and all present and proposed uses of the bay and its shoreline."

If you're a boatowner, marine business, yacht club or anything else on San Diego Bay, you'll be smart to do everything you can to quash AB248. If you don't think it's necessary, just talk to some of your counterparts in Northern California whose lives, businesses and organizations have at times been made miserable by this most arrogant and unresponsive bureaucracy.

#### next month in latitude 34

✓ One of the worst medical problems you can have at sea is appendicitus.
Marc Hightower of Catalina was stricken while sailing off Mexico. The

cont'd on next sightings page



#### the lust - cont'd

Merlin made from Santa Cruz to Long Beach on April 11 and 12. She covered the 330 miles in just 31 hours — using just a #3 and a full main. Even a 19-year-old girl drove the sled at over 20 knots.

Just because you don't have a maxi sled doesn't mean you can't love this race. Ask Randy Devore and his group from Dana Point; they've done the race four times now, taking second on corrected time last year with Bushwacker, a Sonoma 30 with a daggerboard. Another Southern Californian who has done the race a couple of times is Dennis Hibdon from Huntington Beach. He took Division II honors and 5th in fleet last year with his Hobie 33, Breakaway. Their elapsed times were about 2.5 days.

If your speedo goes into the teens, you might want to give the Metro Oakland YC a call at 832-6757 for an entry form.

#### next month - cont'd

account of how he almost died twice will have you — we almost said 'in stitches' — roaring with laughter. Find out what Jerry Lewis did to hinder Marc's recovery.

✓ What's it like long distance cruising with kids? A Bellflower couple that moved aboard their boat in Ventura and subsequently cruised to the South Pacific offer a detailed report on the good (there's lots of it); and the bad (there's some of that, too).

About six years ago *Latitude 38* falsely reported that Ericson Yachts would go bankrupt the following month. Not only did Ericson remain solvent, they didn't even sue us for libel. We won't explore why they didn't sue us, but we'll look into why they're still in business when so many other great Southern California boat manufacturers — Islander, Yankee, Columbia, Westsail, DownEast, and others have gone under.

✓ California's 'Sailor of the Decade'. There's only one individual who
even comes close. An individual whose contributions — direct and indirect
— have had an unrivaled impact on California sailing.

Antigua Race Week. It's said to be the wildest week of racing and partying on the globe. Latitude 34 goes there in person to ascertain the veracity of the claim. Like they say, "it's a dirty job, but somebody . . ."

And that's just the beginning! We'd be flattered if you joined us.



#### sun

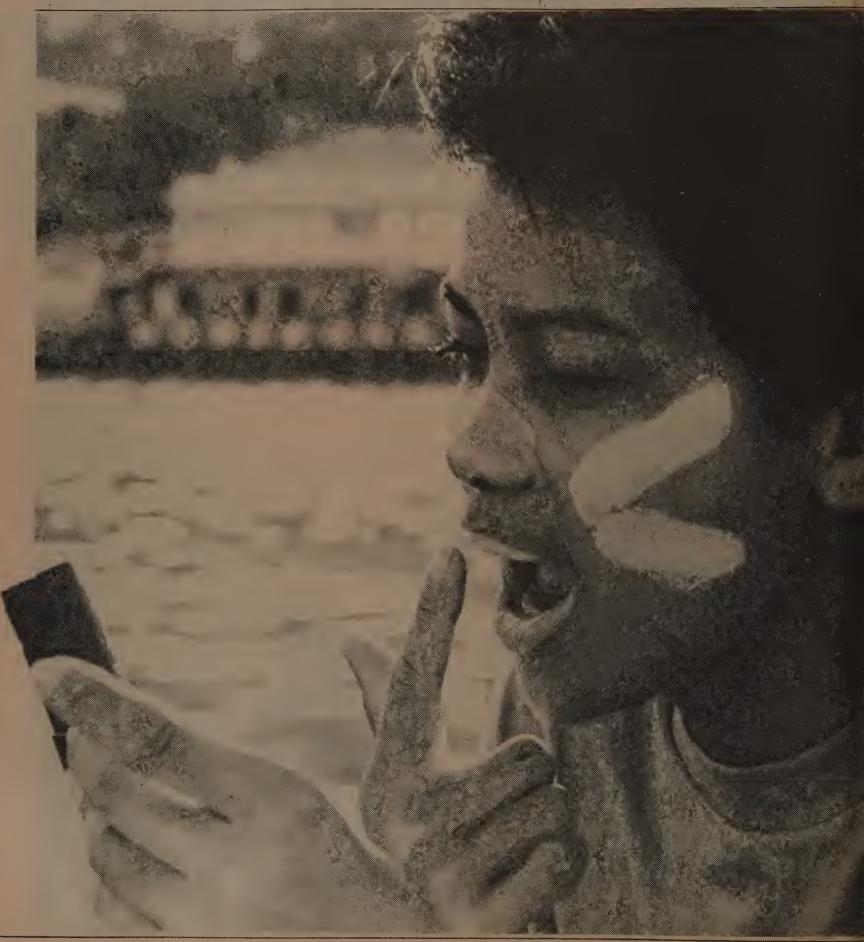
Before and during the America's Cup, the boating press liked to portray Dennis Conner as a colorless person. Well, if you think about it, so was *Kookaburra*'s lain Murray.

Now I'm not talking about their personality. I'm talking about their choice of zinc oxide, that pastey white stuff both men smeared on their noses and

#### let us hear

Heard any good stories lately? What have you seen or learned that you think would interest other sailors? What's coming up that you think we should know about?

Latitude 34 wants to get acquainted. The process is simple: we learn it from you and we tell it to others. We hope we inform and



#### from you

entertain at the same time. Give us a call or drop us a line. Here's how to reach us:

Write Latitude 34, 1625 West Olympic Boulevard, Suite MO6, Los Angeles, CA 90015. Our phone number is (213) 252-3500.



#### sun - cont'd

lips.

Wouldn't you have liked to see Conner with a stripe of magenta on his forehead? Or Murray looking like a Maori warrior with vibrating green on his cheeks?

The two sailing superstars had a chance to display a little dazzle as well as protect themselves from the sun by wearing one of the flourescent sun blocks now available. But they blew it.

The new knockout water and weather resistant sun protectors usually have zinc oxide, an ointment that deflects ultraviolet light, as a base. Two are on the market today. Zinke, from Australia, comes in just three colors, white, pink, and tan.

Zinka, originally developed by two California surfers and now marketed by Coppertone, comes in eleven eye-catching colors, including neon green, pink, orange, blue marine, turquoise and purple. Coppertone even makes a Zinka Zstick in eight colors for lips.

Although both can be found at some of the boardsailing shops for under \$5.00 a tube, some large drug stores carry them. Last month, Thrifty in San Rafael had Zinka on sale for \$3.79.

It's not surprising that these colored waterproof coverings, also used as face and body paint, came to us from the totally rad world of surfing. We can also thank the surfers for another sun care product, Bullfrog. Although it has become an almost generic name for a good sun care product in marine chandleries, Bullfrog was tested on wave riders both in California and Baja.

They said it lastest up to six hours. With its insoluble base, once it is rubbed into the skin, water flowed right off. The clear lotion is made up of two ultraviolet sunscreens and other ingredients like Vitamin B-5, Panthenol, Aloe Lipo and Vitamin E, which help reduce redness, dehydration and chapping.

The one ounce bottle that has a determined looking green frog coming off the bottom of a wave costs approximately \$5.00.

Zinka and Bullfrog are only two of the many suncare products displayed at most drugstores. Some filter out ultraviolet A, the rays that produce a tan—as well as wrinkles. Others filter out ultraviolet B, the cause for sunburn. Another group does both. But how do you know what to look for? Read the label.

Suncare products are usually marked with a Sun Protection Factor, SPF. The higher the number, the longer you can stay out in the sun without burning. For example, SPF 2 allows you to stay in the sun twice as long as you could without any protection. SPF 15 offers 15 times your skin's natural protection.

For sailors who are exposed to the sun, as well as glare off the deck and water and often out many hours of the day, the higher SPF's are needed to protect the skin. Bullfrog has an SPF of 18. Zinka Zstick has an SPF of 15. The zinc oxides totally reflect the sun's rays and don't have an SPF.

At one time SPF 15, a 95 percent sunscreen, was the highest degree of sunburn protection available. Now products from Coppertone go up to SPF 25, a 97 percent sunscreen. Although the percentages seem similar, the difference is dramatic for the time in the sun.

For example, if you are in the sun ten to 15 minutes and start to turn red, SPF 15 will protect you for two hours. SPF 25 will let you stay out four hours.

If you are concerned about greasing up your kid's delicate skin with a product full of chemicals, Coppertone — once again — is a leader in the industry. This year, they have come out with Water Babies, a hypoallergenic, dermatologist tested, non-stinging lotion with a SPF 15.

No matter what you choose — your drugstore's generic brand of zinc oxide for \$2.00, pulsating pink Zinka for about \$5.00 or sweet-smelling Water Babies for \$5.99 — make sure you choose something. The damage that the sun does to your skin is additive. The more sun you have over a lifetime, the greater your chances of developing skin cancer. So protect yourself.

- glenda ganny carroll

# 1987 SEA OF CORTEZ

B ecause racing at Sea of Cortez Race Week is strictly for fun (Baja Ha-Ha), you see some unusual things on the course.



Baja Ha-Ha Race Week spirit; above, in action; below, in shirts.

Consider, for example, Division I's light air start for the third and final race. As the seconds ticked down to the start, Frank Robben's Kialoa II from Berkeley and Larry Weaver's Mistress Quickly from Santa Cruz jockeyed for position near the committee boat end of the line. As the gun sounded, the Kialoa II crew hailed Mistress Quickly's crew that there was no room and the latter boat had to go around.

What made it so funny was that *Kialoa II* is a lumbering 100,000-pound, 72-ft ketch. Greyhound bus-like, she nonetheless had outfoxed *Mistress Quickly*, a 3,000-lb Santa Cruz 27 with Porsche-like manueverability.

In any event, seasoned spectators had no trouble recognizing that this wasn't one-design racing.

Then there was the almost comical difference in the two boats that for a long time battled for the lead in the light air of the second race. The co-leaders were sailmaker Dick Deaver's light and lightning fast Out'a Here, from Long Beach and Paul Rosenthal's Magic Gringo. At retail, Deaver's Farr 57 must be worth in excess of \$300,000. Readers of previous Sightings will recall that Rosenthal bought his Victory 21 from Berkeley's Cal Sailing Club for a mere \$300, trailer included.

Heck, even Rosenthal's entry form was amusing. Where the form read "state modifications", Rosenthal wrote: "cockpit covered to prevent swamping".

Baha Ha-Ha indeed!

ea of Cortez Race Week was founded a little more than four years ago by the publisher and co-publisher of Latitude when we decided we'd show up at Caleta Partida - a big anchorage 24 miles north of La Paz - with our boat, a volleyball and BBQ, and attempt to stage a mini-duplication of Antigua Race Week. Long before the first Race Week was ever held, however, the huge cruising fraternity in La Paz had taken the initiative to form all the necessary committees to get the event organized. Then Alberto Morphy of the La Paz YC and NAO Yacht Charters got involved, bringing with him the approval of the Mexican government and a host of local sponsors. Given his interest, his





this year's Race Week was even more of a raging success. The boat count during the middle of the week was always in excess of 150 boats. It's estimated that a total of 250 boats made at least a token appearance.

Since the racing is really just the centerpiece for all the social activities and casual waterfront competitions, Race Week fleets are mostly made up of decidedly cruising boats. And as veterans know, you see every imaginable kind of boat out cruising. There were big ones like the 72-footers *Kialoa II* and *Kana Loa*, a Lancer 65 and the previously mentioned Farr 57.

And there were small boats, too. Marc Hightower's Montgomery 17, the 21-ft Magic Gringo, and several Santana 22's. Honors for the smallest boat went to a

'Magic Gringo' was deadly in light air when waterline didn't count for much. Below; start of Race Two from Caleta Partida.



# 1987 SEA OF CORTEZ

multihull; Steve Cass' 14.5 foot plywood Pez Vela (it means 'sailfish') from Lakewood, California. He and Hal Groseclos had



trailered the boat down to Baja just for Race Week. They launched at Puerto Escondido, took two days to sail down to Caleta Partida, and then had to leave before the week was over to get back to work.

Most boats were in between the extreme. Here's a sampling: two 24-ft Gladiators; two Newport 41's; three Valiant 40's; two Freeport 36's; two Freeport 41's; three Catalina 30's; two Nor'Sea 27's, four

Connie and Nick of Alameda were one of two couples that trailered Nor'Sea 27's down,

Garden 41's; a Swan 41; a Coronado 25 and 41; a Freedom 25 and 36; Lancers 27 and 36; a Norseman 447; a Caulkins 50; a

'La Vita' and the Rasta Navy cross the finish line at Ted and Ruth's 'Majestic'. The Newport Beach fisher-persons again made Race Week a success.

Bounty II; as well as various Cal's, Ericsons, Hans Christians, Rafiki's and 15 trimarans. In addition, there were a number of custom fiberglass boats and maturing wood vessels. The rigs reflected the diversity; sloops, ketches, yawls, schooners, cutters, cat boats, unstayed carbon fiber rigs — the works.

Not everyone came on a boat. At the height of the week, there were some 25 tents pitched on shore. And many other would-be campers had found berths on boats. Some for the second year in a row, such as father and son Richard and Lance from Modesto. They lobbied for a berth all day on Sunday before the opening ceremonies in La Paz and ended up on *Papagallo*. With two dogs, five cats and six other people. But they had a fine time.

There were also women brave enough to come down alone, ready to camp if they didn't snare a satisfactory berth. Deborah Lent, who teaches sailing at Spinnkaer Sailing in Redwood City, was one. "Latitude 38 said you could just come down, so I thought I would," she said. With the help of Phyllis, who would later be voted Queen of Race Week, Deborah ended up with her choice of four boats to sail on.

She decided on Mac Pearce's Tender Mercies from Ventura. All week Mac kept saying, "Single girls who don't come to La Paz for Race Week are crazy." And with as many as three single girls sharing Tender Mercies with him at once, Mac has to be considered an authority.

As for Deborah's evaluation: "I'm a testimonial, I had a great time." In part, no doubt, because she was instrumental in getting Mac to race — rather than cruise — for the Week. With Deborah at the helm, Tender Mercies ended up winning her division. "Deborah really made that boat go," Mac said, obviously impressed.

This fourth Sea of Cortez Race Week—like all the previously ones—began late on a Sunday evening at the Gran Baja Marina. Various government and military dignitaries were on hand to welcome the sailors, listen to the national anthems as the flags were raised, and applaud the crowning of the Queen and King of Race Week. Even De La Madrid, the President of Mexico, showed up at the Gran Baja. Unfortunately, his appointment secretary must have screwed up because the President was a week late and had to settle for the inauguration of the new governor of Baja California Sur.

Race Week Queen was Phyllis of Seattle, best known to Latitude readers as one of the



## RACE WEEK

of the day. But not so on Monday, March 30. For the 1100 starting gun, the winds were blowing 20 to 22 knots true. And

'Pissed Sisters' who raked Southern California's 'Twisted Sisters' over the coals in Letters for their sailing attire of halter tops and red leather pants. King was Hector Escudero of La Paz. Readers of April's Sightings know Hector as the psychology professor from Mexico City who has abandoned that profession to offer yachties in La Paz a fuel, propane, ice, food and laundry delivery service. Hector and his family are sailors, enjoying the Sea of Cortez with the Columbia 26, Dulcinea, they bought in California and trailered to La Paz.

Both Hector and Phyllis benefitted from sailing industry donations we solicited this year. Race Week royalty were the recipients of brand new foul weather suits courtesy of Patagonia.

The opening ceremonies continued with a relatively sedate cocktail and *mariachi* party, followed the next morning by the wildest race in Race Week history. The first race always takes the fleet from Pichilinque,

'Joshua' set the record for the most populated boat; sixteen for one evening.



Baja sailing — some of the prettiest in the world.

about seven miles outside of La Paz, to the uninhabited — except when the panga fishermen are in — volcano crater anchorage 20 miles north at Caleta Partida.

By late March, winds in the Sea of Cortez are most often light; especially in the middle

building.

There's a tendency by some cruisers to drop the hook in La Paz, enjoy the easy and thrifty life there, and not do much sailing. The first race conditions were hard on those maintenance deficient boats. La Jolla's 'Freight Train Jane', for example, lost the rig on her Santa Cruz 33, Freight Train. Fortunately, the Mexican Navy was on hand to tow her back to Pichilinque before her boat drifted into trouble.

Other boats took a beating as the wind increased to 30 and 35 knots, with a short chop and growing swell. Clifford Poindexter on the Jackson, Wyoming-based Freedom 25, Wenona Maude, for example, blew out the lightweight main that came with his boat. He had to sail the rest of the series with his heavier back-up. On Kialoa II things got tough because one of the coffee-grinders was in the States being repaired and the replacement didn't crosslink with the second one. Then the 150 ripped.

Torn sails were a dime a dozen. Fred on the trimaran *Serape* blew out his jib, to only moments later tear his main.

With nearly one hundred boats bashing directly into the heavy wind and seas, and with many good anchorages on the way, a large number of racers — and non-racers — elected to drop out and duck in for the night.

Some didn't get very far at all, specifically



# 1987 SEA OF CORTEZ

the previously mentioned \$300 special, *Magic Gringo*. Despite a "cockpit covered to prevent swamping", the Victory 21 is not a sea boat. When Rosenthal and crew found their submarining boat was taking on water faster than they could bail, they judiciously decided to drop out of the race and spend the night anchored in Ballandra Bay. And what a night it must have been; four guys and a dog on a 21-ft boat!

Nonetheless, there are some folks and boats who revel in such boisterous conditions. Among them are David Crowe of Santa Clara, who has kept his Tatoosh 51, Seeker at both Brickyard Cove and Santa Cruz. Crowe's idea of fun is to sail off the coast of Northern California when the wind and seas are honking. Given his predeliction for such conditions, it's no wonder he took Division I honors in the 18 mile race, nipping Kialoa II by just 71 seconds on corrected time.

Although there are no longer overall winners for the races or week, best corrected time in the fleet — by a wide margin — went to Dick and B.J. Deaver's *Out'a Here*, winners of Division IIA. Second was a well-sailed *Providencia*, a 1971 Swan 41 from Germany.

Hunter Star, Murdoch Hughes' Contessa 32 from Seattle, took Division III. Los Viejos, sailed by Robert Gallaher, also of



Jack in the West Marine Pig Pit. Can he dig it?

Seattle, took the Baja 47 class.

In the 'Beer Can' division, there were no finishers in Class A. Tender Mercies took



Calm down ladies, it's just the men's bikini contest. It drew a big crowd — to watch and participate.

Class B. K. Ferrell Forehand's Cardinal 46 from Simi Valley, *Revelation*, took Class C, and a 35-ft trimaran, *Charlan*, won the multihull division.

With the fleet having taken a pasting on the way up, Tuesday's first Beach Day got off to a languid — even for Mexico — start. But soon enough, the chess boards were out, the horseshoes were flying, the volleyballers kicking up sand, the sailboarders racing, the pale getting tan, the free-divers spearing fish, and old acquaintances renewing friendships.

A number of folks were delighted to see Carl Wallace formerly of Livermore, now of La Jolla and the *Malaga*. Despite having suffered two strokes while on his boat in Baja, Carl singlehanded the Hardin 47 down for Race Week from San Carlos. His wife, Leona, unfortunately, has a bad leg and decided to stay on the mainland. But both have the 'it can happen anywhere, you might as well enjoy life' attitude.

Another Baja Race Week veteran trying to take it easy with his heart was Ron Williamson, who with his wife Katherine, has been down in Baja for several years on the Catalina 30, *Grandpa's Wet Dream*. The Elkhorn YC member now has to return to the States for another round of open-heart surgery. Ron — and all his friends — hope he's back in Baja soon.

Typical of many boatowners at Race Week, the Williamson's had guests. They were Vic Martin and Konnie Poholski, both of Santa Cruz. Another lucky lady, Konnie got to skipper *Climax*, Ray Richardson's Islander 44 from Sacramento, on the race up. It was both Vic and Konnie's first visit to Baja, "but it won't be our last".

Another Conni making a first trip to Baja was Conni Eriksen, who helped trailer the Nor'Sea 27, *Mirage*, from Alameda to San Carlos with Nick Meyer. According to Conni, the 3.5 day trip towing the 8,000-lb boat "was one of the most frightening experiences of my life". Nick said it wasn't that bad, but admitted he was "on pins and needles for the first day". He says it takes a couple of days to get used to trailering, and dragging a boat that heavy has to be considered work.

What they didn't get used to was the road to San Carlos, even though much of it is being widened from two lanes to four. For example, on the way between Nogales and San Carlos they saw no less than five single vehicle accidents — three trucks and two cars — that had happened within the previous 24 hours.

As tough as the trip might have been, Nick said he'd trailer again. In fact, after he and Conni spend a few more months in Baja,



## RACE WEEK

they plan on trailering *Mirage* to Puget Sound for the summer. That trip will be a weird homecoming of sorts. Nick, who originally bought the boat in 1978, sold it to a Puget Sound owner a couple of years ago and bought a Traveller 32. A year later, he sold the Traveller and bought his old Nor'Sea back from the Puget Sound owner.

For the most part, Race Week weather was spectacular. Other than the first day, it was warm and you couldn't find a cloud if your life depended on it. Except for one mild coromel, evenings in Caleta Partida were usually still as a mill pond. Several times during the week, we awoke in the middle of the night to have a look around. With 150 masthead lights mirrored on the water surface, it looked like a floating Manhattan. It was a lovely sight.

Caleta Partida itself is a starkly stunning and some say very spiritual place. Even with 150 boats just a couple of hundred yards away, if you took a walk on the north shallows you couldn't help but sense the overwhelming power of nature. And at dusk the desert colors were soft as the land is harsh; purples and violets in the east, light blue above, pale orange in the west.

And after dark on the beach? Talent Night! The Shroyers at Marina de La Paz were gracious enough to donate a terrific sound system for the first two nights. There was telling of 'tall tales': ". . . what everybody don't know is what sends 'em (fish) into a feeding

The spinnaker run to dramatic Los Isoltes was a delight.

frenzy is — remember now I'm sharing this absolutely free of charge — what they absolutely cannot resist, even the giants of the deep, is leftover beer batter pancakes . . ."

And there was excellent bluegrass music, lead by Chuck of 7-G's on the violin, accompanied by Dick of Chataqua, Dennis of Sidewinder; Dave of Ino, Bill of Lovely Lady; and Glen of Peu a Peu. All played guitars, except for Ino's Dave who performed on the mandolin. There were a good number of other musicians, including — direct from engagements in La Paz — the salsa band, Lluvia Verde. They were good. In fact, it was a shame that the generators and the sound system for the remainder of the week wasn't up to the performer's standards.

Kids don't need a good sound system to be crowd pleasers. Kat of Lagos lip-synched Madonna's Material Girl; Jana and Jessica of Wave Dancer did a duet of Tan Shoes with Pink Shoelaces; Vestris of Camper did a solo of Tannenbaum in German; Dan and Suzy of Los Viejos did Itsy Bitsy Spider, and Brian of Dauntless did a headstand.

Wednesday's second race was typical Sea of Cortez Race Week stuff. A light wind funneled out of the entrance of Caleta Partida producing cat's paws; everywhere else was smooth as glass. The big question for the racing fleet was whether to follow the wind-line, the course to the next mark, or forget the whole thing. Fortunately, a little more breeze sprang up in the afternoon and the eightmile race finished more quickly than it began.

In Division I, Larry Weaver and Mistress Quickly got revenge on his friend David

Crowe of Seeker, edging him by 2.5 minutes. Dick and B.J. Deaver's Out'a Here, was again the first boat in the fleet to finish,



The West Marine pig was a real crowd-pleaser.

but they corrected out second in Divsion II to the Paul Rosenthal's \$300 Baja especial, Magic Gringo. In the non-spinnaker part of Division II, it was John Farrell's Catalina 36, Fanfare, and Conquistador, with Peter Schroeder of Seattle, winning the Baja 47 class.

he 'Beer Can' racing fleet sailed a reach out and reach back course that actually afforded a more consistent breeze. Although Captain Davey, Chairman of the Beer Can racers, has tried to explain the "self-handicapping" system to us a hundred times, we must confess we're still baffled. All we know for sure is that all beer can racers must start each race with every sail they are going to ever use in the race hoisted. Thus you see such things as boats beating to weather across the starting line with banded chutes hoisted and dragging behind their mains. Baja Ha-Ha, we suppose. It is a popular class.

There was no entry in Beer Can A. Division B went to Windsong, Jimi Murillo's Ericson 35 from South San Francisco. Division C was won by Odyle, Ken Brooks Skookem 47 from Eugene. Fred won D, the multihull division, with Serape.

Wednesday was supposed to be the West Marine Roast Pig feast, but as happens in Mexico, it was a manana. First of all, it was immediately apparent that just one pig wouldn't do, so we at Latitude chipped in for another one. Secondly, the cord of firewood



## 1987 SEA OF CORTEZ RACE WEEK

donated by Downwind Marine of San Diego got left the dock in La Paz. Then, poor Jack of *La Vita* just about had to dig the huge pig pit by himself.

But when all was said and done, Captain Davey and his Rastafarian Navy, got the job done luau-style. The pigs were properly cooked, so "the meat fell right off the bone". What's more, there was enough so the crowd of about 500 — there were 140 dinghies counted on the beach that night — all got some. Thank you, West Marine; thank you, Downwind Marine.

As the pig cooked, the shoreside competition continued. For the first time ever, the cruisers put together a volleyball team that beat the Mexican Navy. But not the fishermen. Whose idea was it, anyway, to donate the volleyball set to the fishermen after that first Race Week?

Rob of *Moxie* won the spearfishing contest, in which he bagged a 42-lb dog snapper. His instructor, Terry of *Erotica*, landed the most fish.

Rick and Michelle on Topless and Dick and B.J. on *Out'a Here* won the water balloon toss.

It came as no surprise when two of the nature lovers from Bernard Moitessier's old Joshua won the bikini honors. Joe in his 'modified Baja tux' took the men's division, and Julia the women's. Tiny as their suits were, it was a lot of clothing for that rollicking red boat.

Durleen of *Out'a Here* took the women's 'Over 40' bikini contest.

The free-diving spear fishing is always good during Race Week. What's caught is usually passed out to be BBO'd on the beach.



In the men's wet-buns, Gary of March Wind, had the women howling with glee. He had a great physique, and a white bikini that mostly became transparent when wet. The funniest scene in the men's wet buns, however, was when Jeannie dampened the buns of Fred, her ex-husband.

Friday was the third and final race, an 11-miler up to barren but beautiful Los Islotes and back. It was a spinnaker run to the islands in a 10-12 knot breeze and the same beating back — if you finished early. The slower boats got killed by the fading wind

Mistress Quickly overcame being outfoxed at the start by Kialoa to win Division I for the day and the Week. Out'a Here was the first boat in fleet to finish, again, and won Division II for the second time, and took class honors for the Week. Fanfare won Division III, also for the Week.

Beer Can results for race three were misplaced, so all we have are the results for the Week. Sidewinder took Class A; Tender Mercies, Class B; Hayata Class C; and Serape, Class D. Moxie won most-suntanned crew.

Saturday on the beach was the finals of various other competitions. Charlie and Loretta on Wizard won the hotly contested chili cook-off. Oscar, a camper, won the youth flipper race. The crews of Lazy Bones and Cool Change won the sand sculpture contest with a fine rendering of the mythical Pegasus. Abe and Lorraine on Red Wings won the rowing contest; Dave and Gladys on Clare de Lune won the blindfolded dinghy race, and Vestris took the children's race. Rich and Chris on Magic Gringo won the double blindfold rowing race, while Jane and John on Taru took the no oars rowing contest.

John and Jane of *Taru* were deadly in sailing dinghies, too. They won the men's and women's competition. Richie of *Providencia* took the men's boardsailing; Bev on *Saturna* the ladies.

Murdoch Hughes tall tale from *Hunter* Star won him a Gimballed Brass Lamp courtesy of Seabreeze Books and Charts of Pt. Loma.

Chet of *Rainbow Charmer* and John of *Fanfare* won fishing tackle as a result of tying in the anglers fishing contest.

Rich of *Providencia* took the backgammon competition, while Bob of *Vouvray* won at cribbage. Bill of *Vouvray* won Division A of chess; Barney on *Lagos* took Divi-



If you've got to babysit for a week, why not do it in a bikini?

sion B. Eleven-year-old Gordon of Dauntless was given a special award to recognize his skill.

Denise of Chatelaine won the dominoes, while Jenny of Longhope and Patty of Tangent took their divisions of Trivial Pursuit.

If it sounds like there was a lot going on at Race Week, there was.

Tom of Cold Duck and Gladys of Clare de Lune took the men's and ladies' horseshoes respectively, while Tom and Russ of Wanderlust took the men's doubles.

Speaking of doubles, Randy Michelle of *La Vita* won the women's wet buns, and Rocket, also of *La Vita*, won the wet t-shirt contest

All the kids won the pinata contest as the darn thing fell apart at the first tug.

What did we do at Race Week? We didn't race, because we had a few boat problems and a babysitter who tossed her cookies. And we didn't even compete at all on the beach. We were more than content to meet old friends and make new ones. And most of all hanging out with the wife and kids, free from the assaults of telephones, televisions and other poisons.

We spent one delightful afternoon sailing La Vita's battleship sailboard in the expansive shallows in front of the main beach, our six-year-old daughter on the bow of the board, our four-year-old son on the back of the board. If there'd been a more pleasant time at any Sea of Cortez Race Week, we don't recall it.

- latitude 38



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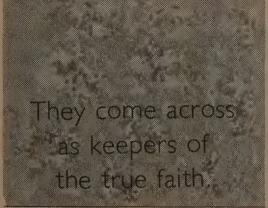
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## THE SIREN SONG

I have never met Lin and Larry Pardey. I know them only by their writing. But my acquaintance with them from that source is far from slight. One meets them everywhere.

They appear as contributing editors on the masthead of SAIL magazine. I pick up a



boating publication in a Sydney bookstore, and they are being interviewed in Auckland harbor by Mike Davidson, a well-known Australian yachting press editor. Their books on cruises in *Serrafyn* are part of almost every yachting library. Their articles on sailboat handling, cruising, equipment and philosophy appear, it seems, by the dozens. They write well and entertainingly. And they easily are the most prolific writers extant on the contemporary yachting scene.

In fact, their prodigious output has far exceeded such authors as Bobby Schenk, Hal Roth, and Katy Burke. Donald Street has been left in their wake. Even the late Eric Hiscock has been surpassed. Lin and Larry may indeed have become today's "Mr. and

Mrs. Cruising Couple".

Books and articles on sailboat cruising are read by two classes of people: those who are already cruising, and those who plan to cruise some day. I suspect that the latter group is incomparably more numerous than the former, otherwise the sailboat cruising press would surely go broke. And for those in the latter class, books and articles can be profoundly influential. After all, they cannot rely on experience. The Pardeys, then, must be affecting the attitudes and probably the decisions of many would-be cruising sailors.

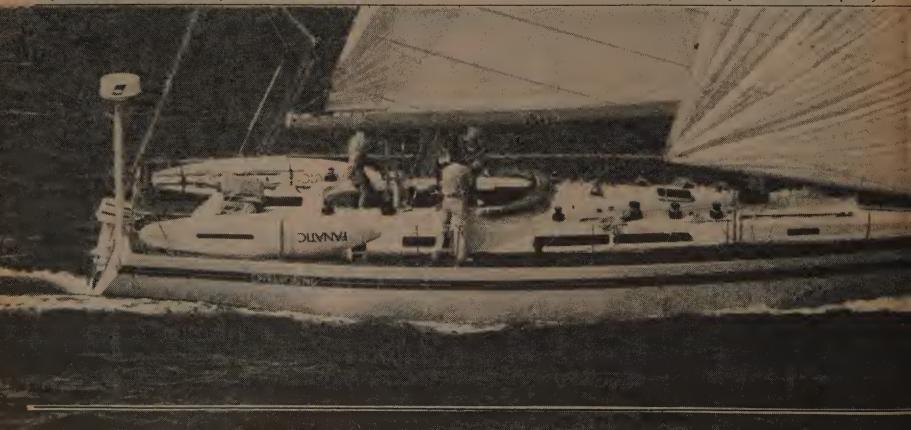
The only proper way to cruise is in a small wooden boat without an engine, head, electric lights or electronic equipment. They come across as keepers of the true faith, courageously holding the line against such pernicious and degrading influences as Sat-Nav, fiberglass and furling headsails. Those who depart from that criteria are viewed with condescension if not contempt.

There is a risk that the Pardeys are being taken seriously by those who have no basis for independent judgment. I think that risk to be sufficiently serious to warrant a rebuttal of their views.

By what authority, you may ask, do I dare to take issue with so famous and Lots of sailors opt for big and complex cruising boats. This Farr 55 has a washer/dryer, microwave, watermaker, etc.

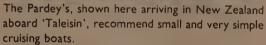


knowlegeable a couple? Well, there are some pluses and some minuses. I confess to having taken up sailboat cruising somewhat late in life. I had retired from a career as a naval officer before acquiring my first boat, an elderly Hinckley Sou'wester sloop. My



## OF THE PARDEYS

experience in the Navy was not particularly relevant. The British have an apt saying that the two most useless things aboard a sailboat are a wheelbarrow and a naval officer. The Navy did, however, leave me with two pertinent attributes. First, I knew the principles of



navigation — though unpracticed for almost 20 years. Secondly, watch standing in the Navy had instilled a habit of unceasing vigilance while responsible for the safety of a ship at sea. Otherwise, I was no better, and probably not as well-equipped for offshore liveaboard sailboat cruising than the majority of those who read the Pardeys' books and articles.

Since that time, however, I sailed Andiamo I, the 35-ft Hinckley wooden sloop, extensively in the Bahamas on family vacations. Then, for the last eight years, my wife Susan and I have lived continuously aboard and cruised northern European waters, the Mediterranean Sea and the Atlantic and Pacific Oceans in Andiamo II and III. The former was a 36-ft fiberglass ketch, and the latter, our current boat, a 43-ft Hans Christian cutter.

We are now cruising the Solomon Islands and Papua New Guinea in the South Pacific, and we estimate that some 45,000 miles of ocean have passed under our keel since our voyage began. In addition to our own experiences during that time, we have been privy to the views of many other cruising

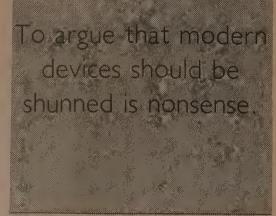
couples. After all, sail boating in all its aspects is the main and endless topic of discussion whenever cruising sailors meet.

To complete my profile, I have no experience in boat building or design. Also, though I consider myself reasonably handy at fixing things, I started our cruise with no special skills or practical training in electricity, electronics, or mechanics. I suspect that I am about average in these respects among cruisers and would-be cruisers alike.

Thus described for better or worse, I dare to take up the cudge!!

irst, let us consider the virtues of a "small" boat. Of course, considering the immensity and power of the oceans, all of our boats are small. But when the Pardeys argue the merits of smallness, they clearly have in mind a boat of under 30-ft LOA. This is the length of *Taleisin*, their current boat, which Larry has stated is about the maximum size, considering the strength of his partner, Lin. I assume her strength to be about the average possessed by the female half of the couples now cruising the oceans of the world, most of whom, for some reason, tend to be on the tiny side.

To further nail down the definition of "small" in the current context, the Pardeys have written that when they take a delivery job, they have to take on additional crew if the boat is above say 37 feet. Lastly, Larry has pointed out that 80 percent of the readers of American yachting magazines own boats of under 28 feet, and so identify with the Pardeys. The implications is that



these readers should not hesitate to go cruising in those or comparable boats.

Let us hope that they do hesitate. In all but rare instances, setting out on an extended, liveaboard cruise across the great oceans in such a boat would be a disaster. It's not that boats under 30-ft cannot be built and rigged sturdily enough to be seaworthy for offshore passages. Of course they can. (In most instances, however, the boats owned by that



## THE SIREN SONG

80 percent of armchair cruisers are not.) But more importantly, those who take the Pardeys' advice will almost surely soon find



Big, medium or small boat sailor, everyone agrees you can't rely too heavily on sophisticated equipment.

their craft to be too cramped and uncomfortable for permanent living aboard, lacking in sufficient storage capacity, slow in passage making and possessed of a nasty motion in a seaway. All but a very few will either soon give up the cruising life or seek a larger boat.

Of all of the hundreds of cruising couples we have met over the years, only one or two expressed a desire for a smaller boat. And they had boats in the 50 to 60-foot range. The overwhelming majority of the others said that they would like to have a bigger boat. And how big were the boats they did have? The best statistics available are those relating to boats owned by members of the Seven Seas Cruising Association (SSCA). To be eligible for membership in that organization, one must liveaboard his own cruising sailboat, have done so for at least a year, and have no other home but his boat. Bear in mind that almost all of the boats sailed by the members are manned only by a couple, although a few have children aboard. The number who habitually sail with additional crew is so small as to be insignificant.

Of the 252 members listed with their boats in the 1985-86 roster, the average boat length was exactly 40 feet! (One member had a 95-ft brigantine; this was excluded in arriving at the above average.) Seventy-six percent had boats between 35 and 49-ft; 14 percent had boats between 31 and 34-ft; seven percent had boats over 50-ft; only two percent had boats under 30 feet long! I might

add that both Susan and I can easily handle our 43-ft cutter alone; it's only a matter of having the right size winches! Finally, Naomi James, with very little sailing experience, sailed alone around the world in a 50-ft boat! In short, the concept that the ideal boat for offshore liveaboard cruising is under 30-ft simply boggles the mind.

N ow let's talk about wooden boats. At the outset, I must say that wood is a marvelous material for boat building. Its strength, warmth, workability, and insulating qualities are superb. All things considered, I would rather have a wooden boat than one of any other material - if it were not for three problems: leaks, rot, and worms. I learned all about those three curses with Andiamo I, the Hinckley Sou'wester which was my first true (boat) love. Oh, what a beautiful vessel! I vearned and pined for her like a love-sick adolescent. The day I acquired her was one of the happiest of my life. Cedar planked over white oak frames with teak decks, Sitka spruce spars and bronze fastenings, she was a classic. And though almost 20 years old, she was not ancient as boats

The first problem to surface was a garboard strake leak which only opened when she was hard on the wind, and therefore escaped detection on survey. As a result, the bilge access boards in the cabin sole floated free during our first crossing of the Gulf Stream — to my dismay and the certainty of my family that they faced a watery end. Then the rains came and the decks leaked so

badly that each of us had to cover ourselves with a sheet of plastic in our bunks. And at night, in quiet anchorages, my imagination heard the dreaded teredo worms muching away wherever the antifouling paint had been rubbed off the hull. But by far the worst problem was rot. I became obsessed with it. Working like a demon, I neglected my family and my job. All to no avail. I could never get ahead of it. No sooner would one spot be repaired than another would be discovered. There was no end to it.

In retrospect, I was lucky to have learned my lesson early. After all, Andiamo I was only a vacation boat. We had not sold our house to liveaboard. We have met many poor souls during our cruise who were not so fortunate.

But, the Pardeys would say, with proper materials and attention to detail, problems such as that will not arise. The first answer to that is that Hinckley is surely not the worst boat builder in the United States. Secondly, rot resistant wood is rare and expensive.

The Pardeys themselves bought the teak for the hull of *Taleisin* when they were in Singapore aboard the *Serrafyn* and sent it back to California to season for years before being used. New Zealanders — who are



## OF THE PARDEYS

great builders of wooden boats — complain that old kauri is almost impossible to find, and that new growth kauri is nowhere near as rot and worm resistant as the old. Now I ask you, who among us can buy teak in the Orient and send it home to dry under the California sun to be then used in the construction of our dream boat?

Next, almost no wooden boats are now being built as stock boats. Those seeking to follow the Pardey's advice and desiring a new wooden boat must either build their own or contract with a custom builder. Few have the time and skill required for the former course, and most will find the latter path inordinately confusing and expensive. So realistically, the choice narrows down to one remaining option — buy an older wooden boat. One can, of course, be lucky. But all too often the poor innocent finds he has bought a ticket to Heartbreak City.

We now come to engines. First, let us agree that all cruising sailors should be prepared to handle their boats as if they had no engine. They should practice sailing to and from the anchor and short-tacking in confined waters. They should by all means

try to avoid situations in which only the engine could save the boat.

Further, I feel that if only gasoline engines were available, one might be better off with no engine at all. Gasoline is highly dangerous aboard a sailboat, and ignition systems are essentially incompatible with a salt air environment. But the modern diesel is another matter. Entirely safe and highly reliable, they expand one's cruising horizons dramatically.

There are countless places along the cruiser's path which are almost inaccessible without an engine. The narrow passes with swift currents in many Pacific atolls are cases in point. Again, one frequently finds conditions of wind and sea to be such that entry into a given port is quite impossible without an engine, with the result that the port must be missed altogether. And heaving to in order to await a favorable change is not always an option if a lee shore is in the picture. And I will leave it to the readers experience to find out what it means to go back to a place against the tradewinds!

While one should avoid intentionally get-Always striving to be self-sufficient, the Pardey's are nonetheless quick to lend a hand when others need help. Lots of small boat sailors are like that.





Lyn and Larry after the launching of 'Taleisin', a boat they built at Lake Elsinore and launched in Newport Beach

ting into a situation where the engine is the only resort, even the most experienced and prudent seaman is sometimes faced with the unforeseen. Then the engine can be a life and boat saver. How many of the countless wrecks deposited over the years on the rocks, shoals and reefs of the world would have been saved had an engine been available? A goodly number.

In addition, not everyone has the temperament to bob about in the doldrums for days or even weeks when they realize that with an engine they could power on through and get on with their cruise. It is perhaps significant that, as far as I can determine, not one of the 252 members of the SSCA has a boat without an engine.

It is necessary also to think of one's fellow yachtsmen. In recent years the boating explosion has caused a great number of popular harbors to become extremely crowded with boats at anchor and on moorings. A boat without an engine attempting to anchor or pick up a mooring in such a harbor can present a serious hazard to the other boats.

Finally, the engine provides power for the operation of other useful equipment aboard. This leads me to the next point:

Should the would-be cruiser eschew such modern devices as SatNav, furling headsails, and self-tailing winches? Presumably the Pardeys would advise him to

## THE SIREN SONG OF THE PARDEYS

do so. They constantly emphasize the virtues of simplicity. They argue that all equipment should be repairable aboard by the crew, and that such things as electric lights and pressure water systems complicate the vessel unnecessarily. They also stress the economic benefits of simplicity, but I think a fair reading of their writings compels the conclusion that their message is not primarily economical. They are not saying that such things as engines. SatNav, electric lights, furling headsails and a marine head are good things if you can afford them. One must conclude that they feel — and hope to convince others - that such things are essentially bad, that they detract from the pure joy of cruising. Their underlying message is that one will be happier if he remains free of such folderol.

A few might be — it's obvious that the Pardeys are. And it is clear that there should be a reasonable limit to the equipment one adds to the basic boat to make life afloat easier and safer because it can be overdone. Furthermore, the cruising sailor must always be prepared to do without these things if they become inoperative.

A good example is the use of SatNav. This incredible device is the best insurance the cruising sailor can buy. It permits approaches to land when celestial observations have been imposible, and where unknown currents would otherwise make such an approach perilous. Good examples are the Tuamotus. They will generally be approached from the Marquesas, hundreds of miles to the northeast. If sun and star sights have not been available for a day or two before an anticipated landfall, and one does not have SatNav, I would say forget it! Keep well clear and head for Tahiti. And, of course, miss a glorious cruising experience. (Incidentally, I would advise those without an engine to avoid the Tuamotus, too. The passes are just too difficult.)

It is, however, essential that the mariner maintain his proficiency at celestial navigation. Although my SatNav has been working flawlessly for over four years, I make it a point to take sights every day during a passage. I know that someday my SatNav will give out, and the skills that come through practice cannot be regained quickly.

What I have said about SatNav applies to some extent to much of the so-called optional equipment one adds to the basic boat. Be truly prepared, emotionally as well as rationally, to do without it if necessary.

But to argue or imply that modern devices should be shunned as a matter of principal is nonsense. Through the ages mariners have availed themselves of new inventions to improve the odds for survival at sea, and to make life on the oceans less arduous. The compass replaced the lodestone; the sextant succeeded the astrolabe; the chronometer obviated latitude sailing; the radio gave access to weather forecasts — the list is endless. Why then act as if sailing technology should be frozen in time — like a fly in amber — at about the era of Joshua Slocum?

rurling and reefing headsails are a godsend to cruising couples who are not as young and agile as they once were. In recent years highly reliable cruising gear of that nature has been developed. It permits the average couple to safely handle the popular cutter rig, where a plunging bowsprit would otherwise make headsail handling hazardous. Our genoa can be reefed or doused entirely from the safety of the cockpit in only seconds. I know that the Pardeys scoff at such gear, describing scenes where furled headsails were in tatters following a hurricane. I do agree that furling sails should be lowered and stowed below on the approach of a hurricane - as well as everything else on deck!

The list goes on. I don't see why any cruising couple, who by definition sail shorthanded, should be without self-tailing winches. One might just as well avoid dacron sails, synthetic sheets and halyards and stainless steel rigging!

A power anchor windlass is an important safety feature. Having cruised for years without one, I can describe the typical scene. You reach an anchorage after a long day. Down goes the hook. It doesn't grab. Up it comes and a new spot is found. Again it drags and is cranked in again, this time more slowly. After the third or fourth attempt, human patience and stamina being what they are, the tendency is to accept a marginal situation. You are simply unable to face the task of raising the damned thing again!

Another scene: A good sheltered spot is found. The wind shifts and a move to the other side of the harbour is in order. But then you think of pulling up 20 fathoms of chain, and you think, "Maybe the wind will shift back. Or maybe it will slack off." You don't move, and later you realize that you made a mistake.

What a difference in each of these cases when all you have to do is push a button! There is no need or inclination to accept a less than ideal situation. Of course a power anchor windlass requires an engine, because

of the amount of current it draws. This is no problem, since the engine is normally used when coming to anchor or getting under way. And of course if the engine is inoperative, you can always crank in the chain by hand, using the windlass in its manual mode.

Delicacy precludes a discussion of the benefits of a proper marine head versus a bucket tossed over the side. As for electric lights, one of the great joys of cruising is reading at night in the bunk. I just don't see how you can do this with a kerosene lamp.

I think the would-be cruiser, in deciding on his boat and equipment, can do no better than to adopt the philosophy of the Hiscocks. During their forty years of cruising, with three circumnavigations of the world, this remarkable couple quite clearly rejected the concept that the old way is always the best way. They were willing to experiment, and availed themselves of modern developments when they proved beneficial. Before Eric died, they sailed with SatNav and a furling headsail. They have an inboard marine head, a diesel engine, and electric lights. They obviously recognize that the sea is no respecter of an ideological approach.

The size of the Hiscock's yachts went up and down, with Wanderer IV being 49.5-ft long. It is interesting that Wander V is a little over 39-ft in length — very close to the overall average of the boats of the members of the SSCA. (Presumably the Pardey's would need an extra hand if they were asked to deliver it!)

The Hiscock's hulls went from wood to steel then back to wood. Remember, though, their last boat was a new wooden boat, built in New Zealand of old kauri.

So my advice is this. Read and enjoy the books and articles by Lin and Larry Pardey. They are talented writers who have much of value to say about sailboat cruising. And they show what can be accomplished even when one or more items of your elegant equipment goes belly up. But don't, my friends, uncritically accept their idea that the best way to sail off into the sunset on your long-anticipated cruise is in a very small wooden boat without an engine. While a tiny few will find happiness in such a venture, the great majority will find it a blueprint for disaster.

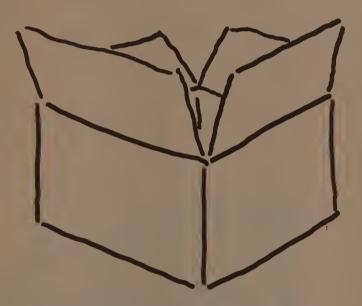
My wife Susan, incidentally, is a native of San Francisco, attended Lincoln High School and Hastings Law School. Both Susan and I were attorneys for General Electric in San Jose before we started cruising.

- andy kerr

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## THE IDIOT'S GUIDE

We don't know how it is with you folks, but whenever we visit a place, we like to know where its name came from. Somehow, knowing the origin of the name makes us feel a greater affinity for the place. Coalinga, for instance, is a good example.

that flows into the Pacific up along the north coast. What happened was that back in 1849, the main part of the exploration group



Cabo San Lucas was named by a Guatamalan who used to drive a taxi he called 'Luke'. Just kidding.

We never thought much about the place at all, and then they had the earthquake. We still didn't think much about it, until we read that it got its name from the railroads. There were two coaling stations in that otherwise desolate area; one was called coaling-a, and the other coaling-b. Eventually the former simply became known as Coalinga. Isn't that wonderful?

Anyway, we thought you folks might like to know the origins of place names you come across while sailing in California. Take El Segundo, for example. We once did the Santa Barbara to King Harbor Race, King Harbor being right next to El Segundo. Now we know El Segundo means 'second' in Spanish, but what 'second' could they be referring to? Would you believe that it was the site of the Standard Oil Company's second oil refinery in California? It's true.

There are many origins of coastal place names in California. Some come from pre-Mexican Aztec dialects. Many come from explorers such as Juan Cabrillo, the first white man to sail along the California coast (1542); Sebastian Vizcaino who sailed the coast in the early 1600's; and George Vancouver who visited California three times. Many others come from land grants. Some are simply just mistakes, such as was the case with land-locked Calistoga. Legend has it that Sam Brannan, who was developing it as a resort in 1859, wanted it to become the Saratoga of California. But then when he announced the name to a big crowd he got tongue-twisted and called it the Calistoga of Sarifornia. The name stuck.

An equally funny explanation of a name closer to the coast goes with the Mad River

didn't want to hang around for Dr. Josiah Gregg to determine the latitude of the river. Apparently he got very angry over the group's refusal to wait for him, and thus the logical name, Mad River.

The source for the majority of the following place names is 1,000 California Place Names. If you don't see your favorite here, check out the book, which was published by the University of California Press. We've got almost all the important ones along the coast however. They are as follows:

Alameda. This popular sailing center was named after a grove of cottonwood trees.

Alcatraz means 'pelican'. Ironically, that name was originally given to Yerba Buena.

Albion River. Sir Francis Drake issued this name, which was the ancient name for Britain, way back in 1579. Actually, Drake called the country Nova Albion, and the name stuck to the area that's become Calfornia on maps up until the 19th century.

Alviso. This South Bay center of owner-completed boats gets its name from Ignacio Alviso who arrived there with the Anza expedition a little more than 200 years ago.

Anacapa Island. A Chumash Indian word. George Vancouver apparently was not the best speller; he recorded it as Enecapah.

Angel Island. Discovered on or near the day of Our Lady of the Angels, the derivation is obvious.

Ano Nuevo Point is usually the weather mark in the season-opening Monterey to Ano Nuevo Race. It means New Year's Point, and was given by Vancouver who

sited the point; 1. right before Washington's birthday; 2. on the Fourth of July; 3. on election day; or 4. right after New Year's day. You guess.

Antioch is a popular stop for Delta-bound sailors. At a Fourth of July picnic 134 years ago the residents chose to name their city after the biblical city in Syria.

Point Arena can be a real bear to get around — assuming you can see it through the fog. Barro de Arena means 'sand bar'. Vancouver named it.

Point Arguello. Again Vancouver is responsible. He named it after the commandante in Monterey.

Avalon is the destination of the Metro Oakland YC's big race in July. It's the name of King Arthur's legendary Elysium.

Balboa is the island in the center of Newport Bay. Vasco Balboa discovered the Pacific Ocean back in 1513.

Baldwin Park isn't on the ocean, but it was named after 'Lucky' Baldwin, a financial whiz whose estate became the site of the city. Lucky's son, Baldwin M. Baldwin, was the owner of several noted TransPac racers.

Benicia, another gateway to the Delta with a nice marina, was named after M.G. Vallejo's wife. Originally it was called Francisca, one of her given names, but was later



## TO PLACE NAMES

changed to Benicia, another of her given names, when Yerba Buena became known as San Francisco. We suppose we can all be thankful she wasn't named Dee Dee or Cher.

Berkeley, prime destination of the summer breeze and fog, was named after the noted subjective idealist philosopher, Bishop George Berkeley. When we studied at Berkeley, we were taught that Berkeley held that there was no existence of matter independent of perception, and that the observing mind of God makes possible the continued apparent existence of material objects such as sailboats, winch handles, windvanes, etc. We also learned that the Bishop pronounced his name differently; the first syllable sounds like the noise a dog makes.

Big Sur and Point Sur. Sur means south in Spanish, and the Rio Grande del Sur referred to the big river south (of Monterey).

Bodega Bay is a popular northbound cruising destination — relatively speaking, of course. It's said to be named for Juan Francisco de la Bodgea y Quadra. However, bodega also means a wine cellar, a warehouse or even a grocery store.

Point Bonita is thought by most people to mean 'pretty' or 'beautiful point'. That's true

If you don't know who Balboa Island is named after, it's time to bone up on your history.

today, but originally it was called *Punta Bonete* because the three hills at the point resembled the bonnets of clergymen. As you probably know, many of the names given by the Spanish had religious overtones. There are any number of rocks in Mexico, for example, known as *los frailes* or 'the friars'.

Bouquet Canyon in Los Angeles comes from El Buque, the Spanish nickname for a French sailor who swallowed the anchor there.

Brisbane, home to one of the Bay's newer marinas, was named after Arthur Brisbane, a noted journalist that built one of the city's first homes

Pt. Buchon near Port San Luis is well-known to south-bound sailors even though it's often hidden in the fog. It was named after the chief of the Indian village there because he had a huge goiter, which is an enlargement of the thyroid gland that causes swelling at the front of the neck. Lovely, eh?

Cabrillo Point is the name given to several spots along the California coast. Juan Rodriguez Cabrillo was the first to sail up the coast of California; he did it exactly 50 years after Columbus discovered America.

El Cajon is where Kerry Geraghty built many of California's more successful racing boats. Cajon means 'box' and is not to be confused with cajones.

California is a name whose origin is often



Point Bonita — was it named after fish or friars? It's as unclear as the normal visibility around this important light.

disputed. Montalvo, the Spanish writer, is often credited with concocting it. It was said to be sprinkled with beautiful black Amazons, gold and pearls, which, if you think of it, sounds a lot like Hollywood today. Prior to the 1840's, what is now California was known as alta (upper) or nuevo (new) California. Baja California, of course, means lower California.

Capitola, the little town on Monterey Bay with a pier and summer moorings, got its name as a variation of "capitol" from its developer, F.H. Hihn. It was started as a resort, and pretty much remains true to its orgins today.

Carmel is named after the three friars of the Carmelite order who accompanied Vizcaino on his 1603 voyage of discovery.

Carpenteria doesn't attract many boats these days, but Portola's expedition gave the name because of all the Indian carpenters who were building canoes there at the time. The Dreadnaught 32 boats were built there in the 70's..

Carquinez Strait, where the wind turns warm but flukey on Delta trips, means 'traders' and refers to the Indians that lived there.

Chula Vista is just a few miles south of San Diego on San Diego Bay. It has a nice marina with available slips and an open anchorage. It means 'graceful' or 'pretty view' and due to the industry located there is one of the most inappropriately named waterfronts on the coast.

Cojo is the fine anchorage for boats waiting for the wind to die prior to sneaking around Point Conception. The word means



## THE IDIOT'S GUIDE TO PLACE NAMES

'lame man'. When Portola arrived in 1769 the chief there was lame.

As for *Point Conception* itself, Vizcaino gave the name because he reached it on December 8, the date of the Immaculate Conception.

Contra Costa county is home to many Latitude 38 readers. It means the 'opposite coast' from San Francisco. It has nothing to do with the difficulties in Central America.

Corte Madera is home to a few sailboats in Marin. It means 'the place where lumber is cut'

Costa Mesa was the center of the great United States production boatbuilding companies in the 60's and 70's. Costa means 'coast' and mesa means 'tableland'. The name was the winner of a name-the-town contest.

Crescent City is a port of refuge for north-bound sailors. The bay is crescent-shaped.

Crockett is home to a little marina directly beneath the Carquinez Bridge. J.B. Crockett was a judge of the California Supreme Court back in a time when California judges had no trouble getting reconfirmation.

Dana Point was named after Richard

Henry Dana, author of *Two Years Before* the Mast. He'd never recognize the place today or believe the number of folks who sail for fun and keep their boats in the marinas there.

If you sail from Dana Point to San Diego, you pass by *Del Mar* — and the Del Mar race track. The name comes from the poem, *The Fight of the Paso del Mar*.

Descanso is the name of a popular bay of Catalina Island. The word means 'repose'.

Drakes Bay. If you can figure out who was buried in Grant's Tomb, you can probably guess who discovered Drakes Bay. Hint: He was an English navigator — among other things.

Redwood City sailors beat beneath the *Dumbarton* bridge on their way to the central Bay. The name comes from the city in Scotland.

Point Dume is called what it is today as the result of a misspelling. Vancouver named the windy Southern California point after Padre Dumetz, but the cartographer muffed

it and it was never corrected.

Emeryville is named for Joseph Emery, inventor of the emerycloth, which is more or less sandpaper for metal.

Eureka, another port of refuge for northbound sailors, was named after the Greek expression, "I have found it!", which a year before had been adopted as the motto for the Great Seal of California.

We've been overcome with guilt. Two items before we said that Jospeh Emery invented emerycloth. We just made that up. We apologize.

The Farallon Islands comes from farralon, which means 'rock' in Spanish. Vizcaino is said to be the one who first put the name on maps.

Fort Ross was a center for Russian traders along the northcoast years ago, but attracts few visitors with recreational boats today. The name Ross was drawn by lot; it's an obsolete term for 'Russians'.

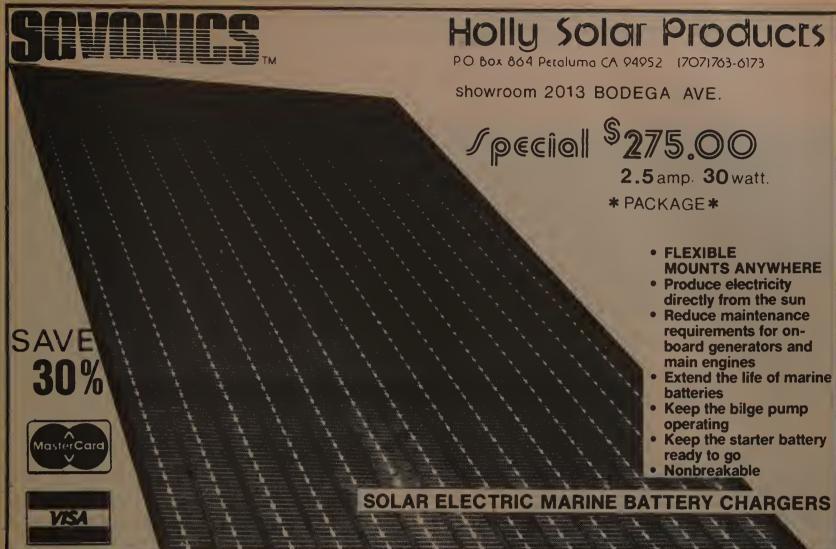
Had enough? So have we. More in a future edition.

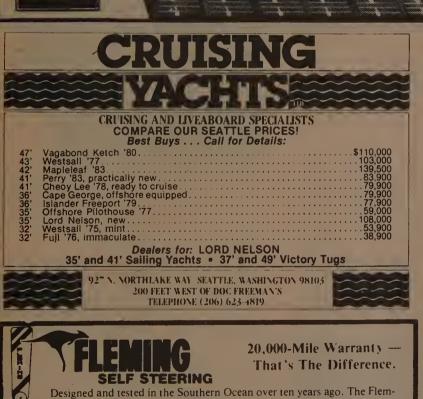
- latitude 38

## Need cash?

Sell your used marine gear in the Classy Classifieds. See the classifieds in this issue for details.

Latitude 34





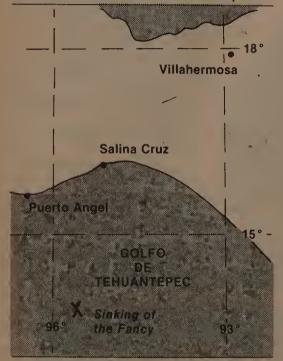




## TEHUANTEPEC VICTIM:

Yes, it is true. The Fancy, our DownEast 38, is no more. She lies below the surface of the Pacific Ocean at Latitude 13 20', Longitude 95 30', 150 miles offshore in the Gulf of Tehuantepec.

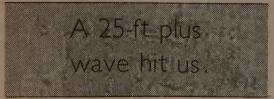
Ernie Carson, 48, Fred, 56, and myself, 48, departed Costa Rica on February 2, 1987 for Acapulco, Mexico. The first day we had winds of 35 knots on the stern quarter.



Map shows where 'Fancy' was abandoned.

We made 154 miles the first 24 hours under reefed main only. Since 100 miles is average, we really flew! The ham nets had been furnishing us with weather reports and the latest reports said the Gulf of Tehuantepec was quiet; so we headed on out.

As we reached the middle of the Gulf, the winds picked up and the seas started building to shortly spaced waves. By the 6th we were in a full blown storm. The winds were 60 knots, the waves 25 to 30 feet and close



together. We were exhausted, so we lay ahull to rest. Fred was on deck many times checking things out during the 7th.

On February 8, we took a knockdown, putting the mast all the way in the water. Fancy righted herself, but the boom vang line went over the side and fouled the prop. So we no longer had a motor, and the wind was blowing too hard for minimal sail. Fred talked to one of the nets on our ham radio

and told them that we were dead in the water and gave them our coordinates.

Shortly thereafter, a 25-ft plus wave hit us abeam and *Fancy* rolled completely over. The noise was deafening. It sounded like the heaviest artillary you can imagine.

When Fancy righted herself, the mast was broken in three places, the ports were missing, and the main companionway steps and hatchboards were gone. We had three to four feet of water inside and everything was awash.

I looked into the main cabin and saw Ernie. Fred had been knocked down under the table. Ernie picked Fred up, then rushed on deck and got the Avon liferaft in the water.

The decks had been swept clean except for the liferaft. There were no sails or lifelines. All of the jerry jugs were gone as well as our two dinghies that had been tied to the stern pulpit. I set our survival pack on a bunk and started looking for the EPIRB. It had been near the survival kit, but the rolling of the boat had buried it somewhere.

Fred tried to put a distress call out on the radios, but the antennas were gone. My purse and jewelry kit floated by as Ernie yelled, "Let's go!" So we got in the liferaft. It was surprisingly easy to do, with no lifelines or stanchions and the boat was riding low in the water. We looked at *Fancy* one more time and then untied the line tethering the liferaft to her. We were afraid that another wave would crash down on the boat and take our little liferaft with her to the bottom. The time was 1000, February 8, 1987.

Our three-person crew was not in the best condition. Ernie was bleeding profusely from cuts on his arm and thumb suffered during the roll. Fred was in shock from having struck his head and a major part of his heel had been cut off. I had no apparent damage.

I grabbed the first aid kit that came with the liferaft. It was packaged in a cardboard box and everything inside was wet. We applied pressure to Ernie's wounds and were able to stop the bleeding. We then bandaged them with the wet supplies. I gave both Ernie and Fred a can of water to fight their shock and compensate for Ernie's loss of blood.

We then started organizing the liferaft and inventoried our survival gear. The gear consisted of: 4 cans of water (15 oz. each), a first aid kit, a canvas bag which included flares,





flashlight, 2 paddles, a bailer, 4 plastic bags, a heaving line, a fishing kit and a pump to inflate the double floor and to keep air in the chambers of the liferaft.

he motion in the liferaft would have beaten any roller coaster ride in the world with those seas. We would ride on top of the 25-foot waves — the sound was deafening — but every once in a while we would get swamped and have to bail as fast as we could. Because of their wounds, Fred and Ernie could only use one arm each.

Bailing was not an easy process. We would fill a plastic bag with water, then I would lift it through the opening while Fred or Ernie would help push it out. We rested in between bailing, but rest was fitful because of the sound of the waves. You could hear each one coming; they sounded like freight trains. We would all shout "Up! Up!" hoping to coax the raft over the wave so we wouldn't get swamped.

Around 0200 on the 9th, a wave caught us with bad weight distribution and our little

## THE FOUNDERING OF THE FANCY



liferaft flipped over. I was head down when Fred pulled me up to stand on the canopy. There was an air space between the water and the bottom of the liferaft when it turned over. The stronger swimmer and not being in shock, Ernie swam up. With Fred and I helping from the inside, we righted that sucker! We got Ernie back inside and actually cheered as we bailed water.

Ernie's wounds continued to bleed every time we had to bail, and the water would turn red. We re-bandaged his arm and thumb many times. But I was also becoming concerned about Fred's heel wound, as it didn't bleed at all.

Eight hours after the first wave rolled the raft, we got hit and rolled by another. We just sat and stared at each other in shock, then began bailing one more time. During this second 360 our flares washed out of the raft.

The first two days in the liferaft were a nightmare. On the third day we still yelled "Up! Up!" when we heard a wave coming, but the winds were abating and we got swamped less often. The seas started

diminishing on the fourth day and we could finally look outside the canopy. We saw nothing but water and sky.

By the fifth day we had: no wind, no clouds, no other boats, no land, no planes, and no persons but ourselves. The sea was flat and calm. Finally, some seagulls spotted us and came to visit. They stayed with us for the remainder of the ordeal. A turtle came by and bumped us from underneath the liferaft.

Our flares washed out of the raft.

It hurt! We all had saltwater sores on our bottoms and elbows, and any movement hurt. Ernie and I kept hitting the turtle behind the head with the paddle and it finally swam away.

Then the sharks came! They ranged in size from 1.5 to five feet and all bashed against

Fred and Pat Poore. They lost their boat to a Tehuantepec'er, but got away with their lives.

the raft. When they got close enough, we took turns knocking them on the head with the paddle. We actually had our own floating aquarium; the same fish remained with us the whole time.

Exhausted, we all tried to rest between watches. The survival food I had packed in a separate bag with the four-ounce containers of water was a brownie-type of high carbohydrate food. Carbohydrates need less water to enter your system than protein. We rationed the water by opening one 4-ounce container a day, sharing sips three times during the day. We ran out of water on the sixth day.

While in the raft we talked to God separately and together. We tried communicating with friends telepathically. We also tried to convince each other the Coast Guard was searching for us and would arrive at any moment. Fred used self-hypnosis while he was resting and it helped him relax.

Ours is a four-person liferaft. Possibly four

## TEHUANTEPEC VICTIM:

people could survive for four hours, but even three of us were too many for even a few days. In order to sleep, our legs were stacked like firewood. When one of us moved, all of us moved.

The sun was hot during the day so we poured sea water on the canopy to keep cool. We also wet our clothes during the day and the person on watch poured water over their head periodically to cool off. We'd deflate the double bottom during the day so we'd have a cool floor to lay on. By 1600, however, we had to inflate the double bottom to start warming the raft for the cold night.

I had packed a space blanket in the survival bag and we covered ourselves with it and tried to get as comfortable as possible. We doubt that we would have survived without that one item.

I mentioned wetting our clothes. We had a minimum of clothing when we took to the liferaft. Fred had on a pair of shorts which were falling off of him because the zipper had been destroyed when Fancy did the 360. Ernie had undershorts, a t-shirt and a pair of cord shorts. I was wearing a pair of 'Jockey for Women' bikini's and a matching (of course) undershirt. I also had a pair of shorts which I gave to Fred. That's all folks. During the day we didn't need more clothes, but at night we would have loved some sweat suits.

Fred was on watch the night of the sixth day when some dolphins swam to the liferaft. We got excited because tuna clippers often use dolphins to find schools of tuna.

You may not believe this, but I swear it is true. Two at a time, the dolphins swam under the liferaft and pushed us in a northeast direction. It was eerie, but it gave us hope.

By the seventh day, I have to admit that I was getting a little tired of being tested — and we all believed that we were being tested. I had a talk with God and asked him to send us a sign that we were going to be picked up by 0800 the next morning. Now I know you don't put a time limit on God, but we all felt we were running out of time.

That night two dolphins visited us for a short time. I took that as the sign I had asked for.

Yet I hit a real low at 0800 the next morning because sign or no sign, we were still in that liferaft! It's true we'd heard engines, but we'd been hearing them for a couple of days. We'd also heard music, people talking, dogs barking, etc. So we didn't put much faith in those engine sounds.



After their eight days of uncertainty in a liferaft, Pat and Fred enjoy the firm ground of Oklahoma.

Around 1400, Ernie saw a shadow in the sky and shouted, "A chopper!" I looked out and couldn't see it, but Ernie kept pointing and it finally got close enough for me to see that it was real. It flew over us and came down so we could see the pilot. We waved, cried and yelled. The pilot indicated a direction, so we knew a ship was steaming toward us. An hour later we saw a 240-ft tuna clipper lower a lifeboat to come and get us. The clipper was the Lupe Del Mar, a beautiful sight!

Ernie was just barely able to climb aboard. The captain decided that I would never be able to make the climb, so they hoisted the tender aboard with Fred and I in it. I couldn't stand up; one of the crewmembers had to lift me out of the tender, carry me to a cabin and set me down! Fred and Ernie hobbled along behind.

The Lupe Del Mar crew was very excited, as we were their first rescue at sea. The captain, a wonderful man from San Diego, moved three of the crew out of a cabin and turned it over to us. The crew brought

shorts, shirts and shoes for us to pick from. We had a wonderful shower and pitchers of juice appeared. We were escorted to the dining room where platters of food awaited us.

While in the liferaft, we had discussed what we should do when we got rescued. We decided that we should not drink anything but tepid water, and that slowly. And that we should eat a very little at a time. Well, that was easier to say than do. Ernie overdid it in both departments, and almost got sick. But his body was crying for food and liquid, and he was just able to handle what he did. We all drank too much cold juice, but it didn't seem to hurt us.

Fred arranged for us to use the radio to call my parents to let them know we were all right. Like a fool, I only told them we were delayed getting to Acapulco and that we would call them when we arrived. I asked them to call Fred's parents. Then I called the Coast Guard in Alameda, collect. They wouldn't accept the call until I told them it was a sinking vessel. I informed them that the Fancy had sunk on the 8th and gave them the latitude and longitude.

They said Fancy had been reported missing, but was not confirmed as missing. I told them that I was right then confirming the incident. I was a little mad, folks.

The captain of the clipper gave the Coast Guard our coordinates and we discussed the Coast Guard taking us off the ship near Acapulco. The Coast Guard assured us that they would have papers, clothes, money and everything we would need.

Then it got very confusing. The captain called the owner of the ship in Ensenada, Mexico and reported our rescue. The owner was delighted that we were safe and told the captain to do everything necessary to make us comfortable. Then they discussed delivering us to port.

But there was a union problem in Mexico. The Lupe Del Mar had been at sea when the fishermen's strike started, so as long as they stayed out they could fish. Some of the ships that entered Mexican ports after the strike started had been padlocked. Since the Lupe del Mar would be delivering their fish to Panama, there had been no need for them to go ashore in Mexico until they'd rescued us.

The owner of the fleet took over negotiations with the Coast Guard and arranged for us to secretly be delivered to the Naval Base at Port Angel while publicly reporting that

## THE FOUNDERING OF THE FANCY

#### SOME THOUGHTS ON LIFERAFTS

Over the last decade we've published a number of accounts of sailors who've had to take to liferafts.

These sailors are almost unanimous in their surprise at how small liferafts are and

how little they carry in survival gear.

There is no reason for such shock. We at Latitude strongly urge a prospective purchaser of a liferaft to get inside the size raft he or she is contemplating buying before actually making the purchase. And don't just get in alone, but with the maximum complement of crew you plan to carry.

Where do you find an inflated liferaft? Often times at boat shows or service centers. Getting in them with a group will make you laugh, but it's a genuinely educating

experience.

Manufacturers recommend you don't inflate your liferaft when it comes time for annual servicing. They say it weakens the fabric around the CO2 bottle, they know it

costs more to repack.

Be that as it may, we've inflated both the liferafts we've owned. It was reassuring to us to watch them both inflate as advertised. We then got in the rafts and floated around. If we have to take to a raft in an emergency, at least we'll know what to expect and not experience shock on top of shock.

We've also sampled the survival food and water and examined the other supplies that come with the raft. Again, it's nice to know what to expect and what should be replaced

with better quality.

The way we see it, an accompanying survival pack is an absolute necessity, because you can't put all you need in a raft. Yet you must be careful that the survival pack and the raft don't get separated. This happened to another boat that recently sank in the Gulf of Tehuantepec. And as you read here, the crew of Fancy couldn't find their EPIRB.

Surviving a sinking is one of those things we cruisers tend to pay just superficial attention to. It's worth greater consideration — and additional expense. Get a bigger raft — much bigger — than you think you'll ever need. Make sure you personally have checked to see that it's got all the gear you want. If it doesn't, you have nobody to blame but yourself.

latitude

we would be delivered to Salina Cruz.

We arrived at Port Angel shortly after noon the day after we were rescued. A tender took us and the captain ashore. We waded in so the tender did not have to land. We were met by the port officials and a young man who escorted us to a doctor at the naval base. He cleaned and bandaged Ernie and Fred's cuts and treated our saltwater sores. We were in borrowed clothes and I was barefoot since none of the shoes aboard the Lupe Del Mar fit me.

About 1600 a taxi arrived with a gentleman who was the agent for the Lupe Del Mar in Salina Cruz. He spoke English and told us that the owner had arranged for our transportation to Salina Cruz, hotel rooms, and an appointment with a doctor. It was a three-hour ride to Salina Cruz from Port Angel. We went directly to the agent's office. When we walked in, the news media from Los Angeles were on the phone waiting.

Ernie gave an interview while Fred and I called our parents so they wouldn't learn what happened from the papers. It was too late for my folks, as the news had already hit California. They'd already been contacted by phone. Fortunately, they knew we were

okay as the result of my weird call the night before!

We were then delivered to a hotel in guess what town? TEHUANTEPEC!!! We had a delicious dinner and went to bed.

We were then taken to immigration and after about three hours had tourist cards. We went to a bank and I was able to get money on my Visa card that happened to be in my purse that I rescued at the last second from Fancy.

Readers will be interested to know that the people of Mexico were very helpful, and without them we would have had real problems getting home. The Coast Guard had notified the American Embassy in Mexico City of our rescue and arrival in Salina Cruz. Since we originally had no passports or iden-tification, the embassy's help would have made our departure from Mexico much easier. But no one appeared!

A friend of ours from San Pedro, Andrew Mauthe, had flown to Acapulco with our birth certificates and cash to help us get home. He went to the United States con-

sulate in Acapulco where he received no assistance at all. The Mexican Tourist Bureau, on the other hand, put two people on the phones and located us in Salina Cruz.

Fortunately, by this time the Lupe Del Mar's agency had arranged medical care, tourist cards and airline reservations to Los Angeles. Without these wonderful people we would have felt completely abandoned. After the nightmare of eight days in a liferaft, we really expected our tax supported government employees to help more. What a lonely feeling to be abandoned by your government.

The next morning we flew to Oaxaca and then to Mexico City for our trip to Los Angeles. The Agency had one of their people meet us in Mexico City to make sure our papers were in order and that we got through immigration and to the boarding lounge. Of course, the plane was two hours late leaving Mexico City.

We arrived in Los Angeles to see many of our friends with confetti, balloons, signs, video cameras and the news media in force. Everyone was expecting three cripples to arrive; when we walked off the plane they all seemed amazed. We might have looked great, but much of it was show. We all hurt — in Mexico I was told I had bruised ribs and had pulled a groin muscle — and we were exhausted.

Gaylord Smith had arranged a limo for us to get to San Pedro. What a luxury that was! We subsequently had NBC do a news story on us and stayed with various friends. All of our friends have been wonderful, with loans of clothes, special gifts of necessary cosmetic items, tooth brushes and things we all take for granted. Since we can't stay warm, sweat suits were purchased for us. Do we ever appreciate everything!

We have been taking care of business with the Coast Guard, our accountant, the bank, and trying to decide what we are going to do with the rest of our lives. That may take quite a while. We've been visiting our families inland for the last few weeks.

We are grateful to be alive and healthy, and are fortunate to have each other. Everything we had can be replaced except the boat; we had no insurance. We regret that our cruising lifestyle has been cut short and we'll miss seeing those places we had planned to visit. But there must be a reason for it all.

We have received many letters from cruising friends. Future correspondence can be mailed to 4074 Bluff Place, San Pedro, CA 90731.

Vaya Con Dios.

- fred and pat

#### **CHANGES**

With reports this month on World Cruising Routes; from the Glasby's in Melaque; from Renaissance in Manzanillo; from Genesis at Bruno's Island; from Halcyon at Bahia Navidad; from Amazing Grace's Willy Stiggelbout; from Serena in La Paz; and, Cruise Notes.

#### World Cruising Routes A Worthwhile Volume By Jimmy Cornell

Jimmy Cornell — sounds as preppy as you can get doesn't it? Yet nothing can be further from the truth. The Jimmy Cornell who authored World Cruising Routes grew up in Romania fenced in by the Iron Curtain. Physically imprisoned, he studied maps and charts to let his mind travel to places in the world his government forbid.

Ultimately, Cornell made it to the west and embarked — with his family — on a sixyear, 60,000 mile circumnavigation. During that trip he continued with his hobby of planning the best routes to places he knew he wouldn't have time to visit.

That work was the beginnings of the over 400-page World Cruising Routes, "a comprehensive guide to nearly 300 cruising routes around the world".

Interested in a passage from Taiwan to

"A comprehensive guide to nearly 300 cruising routes around the world."

Guam? On page 201 you'll learn that the distance is 1400 nautical miles, that the best time for the passage is December to March, that there are tropical storms likely from May

to December. You'll also learn what charts and pilots would be necessary/helpful, and a couple of paragraphs of general remarks.

Or perhaps you're considering a trip from Cape Horn to Europe. On page 129 you'll discover it's 7,100 miles from the Horn to Falmouth, and that the best time of year is December to March, and that there is no chance of tropical storms.

How accurate is the information? We have no way of knowing, except by checking over Cornell's analysis of routes we're familiar with. While obviously not overly knowledgeable with the waters off the western United States and Mexico — he's based in England — Cornell certainly gets the most important stuff correct.

A well-made hardbound book published by International Marine of Camden, Maine, we genuinely believe many cruisers — armchair and otherwise — would find this a welcome volume on their bookshelf.

The energetic Cornell, by the way, is the individual responsible for the enormously successful Atlantic Cruisers Race that drew over 200 entries when it was held for the first time late last year.

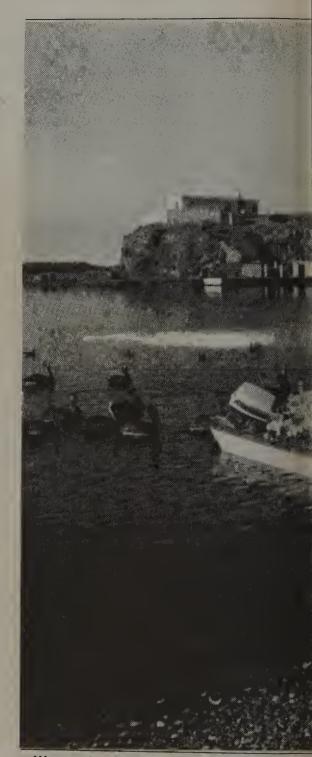
– latitude 38

#### Longhope — Catalina 36 Bill and Freda Oldfield What About Teacapan? (Santa Barbara)

Has anybody sailed into Teacapan?

It would seem to be ideally placed for an overnight stop on the way from San Blas to Mazatlan. Dix Brow says it is an excellent place to visit with a trailer boat. The guides report there is 12 feet of water over the bar at high tide.

So on our recent cruise from Puerto Vallarta to La Paz, we planned to arrive off the bar at high spring tide and check the place out. Departing San Blas at 10 p.m., we reached Teacapan at 7:30 a.m. A thick fog developed, reducing visability to 50 yards. Breakers were clearly visible on the radar, and although there appeared to be a clear passage, we stood off the coast because of the large swell and poor visibility. It was frustrating!



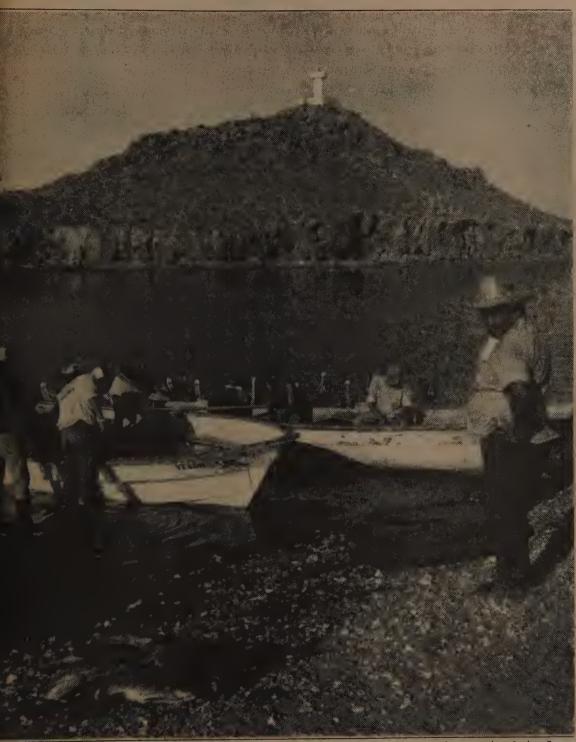
We wonder if it would have been safe to continue in, using radar. The heavy swell presaged a Norther, and it was blowing 30 to 40 knots by the time we reached Mazatlan. Could we have been exploring Teacapan instead beating uncomfortably for another 16 hours?

Presently we are back in Santa Barbara, replenishing the cruising funds. We plan to continue our cruise in the fall.

- bill and freda 4/9/87

Bill and Freda — We're embarassed to admit it, but we don't even remember ever hearing of Teacapan. We've always taken

## IN LATITUDES



the more popular route via Isla Isabella. So unfortunately, we can't help. Maybe one of our readers can.

By the way, frustrating as it must have been, we'd have done exactly what you did and decided to push on. Estuary entrances such as shown on the chart can shoal up terribly fast, either from ocean swells or as a result of heavy rainfall.

Gunkholing Around Mulege Shirley and Bill Glasby Mulege, B.C.S. Mexico

As far as we're concerned, it's almost

A Somberito Light, at the mouth of the Santa Rosalia River, at Mulege. This is home-base for the Glasby's.

always fine sailing weather in the Mulege region of the Sea of Cortez, with bright sun and winds from the north. Because our small — 24-foot — sailboat has a retractable keel, gunkholing is easy and most all beaches are accessible. We've been able to poke our bow into every nook and cranny along the coast, from Caleta San Lucas Cove, 30 miles north of Mulege, to southern tip of Concepcion Bay, 25 miles to the south of Mulege.

Halfway down the Baja peninsula — and perhaps the most lush spot on it — Mulege

makes an ideal homeport for our cruising. Because of our shallow draft, we're able to moor our boat in the little bay at the mouth of the Santa Rosalia River in the shadow of the Somberito Light. Our mooring is a heavy duty 'anchor' made of a never-ending supply of old auto parts tied to floats dropped next to the mangroves in the bay. During the occasional strong winds we tie extra lines to the mangroves and get a good night's sleep.

The following are some observations on the region that may be useful to other sailors. Some of the information will not be of value to cruisers with deeper draft boats.

Sailing ten miles east from Mulege puts you at 'Wilbur's Hole', the place for yellowtail in November and December. It's also a great year-round spot to bottom fish for red snapper and pargo — even from a sailboat.

Sailing south from Mulege puts you into 20-mile-long Conception Bay. While the shore is often very crowded, there are more coves and beautiful sand and gravel beaches than we could ever tell about. The beachcoming is unbelievable and the snorkeling particularly rewarding at Jingle Beach and Punta Arena.

Farther south in the bay, at Santispac and Posada Conception, you'll find perfect sheltered anchorages with warm turquoise water and white sandy beaches. There are RV parks and campgrounds in both places, with potable water and hot showers. With a boat like ours, it's possible to beach launch.

If the shrimp boats are anchored at Santispac, it's possible to talk the fishermen out of *linguada* (small halibut) or little red snapper they snag in the fish nets. Both fish are excellent eating.

Los Cocos, Burro, Coyote and Santa Barbara beaches also offer well-protected anchorages. Burro is renowned for its unique snorkeling; 'there's a light plane in ten feet of water at the southern point. In addition, there are some Indian paintings and petroglyphs on the rocks a short but rigorous hike up the canyon.

You can only anchor at Santa Barbara beach with very shallow draft. Because the little bay is so shallow it's warm; because it's warm you want to shuffle your feet when wading ashore so as not to step on the stingrays. It's worth the shuffle, however, as the mangrove roots lining the shore are covered

## CHANGES

with small but delicious oysters. Clams are plentiful, too. Since the beach can only be reached by boat — shallow draft ones at that — it's makes a nice change from Santispac and other crowded areas of Conception Bay.

About halfway down Conception Bay is El Requeson, an island that rises some 50 feet above the surface. At low tide it connects with shore by a narrow spit of white sand. While the anchoring is only fair, the protection from the weather and clamming are both good.

It's another ten miles to the southernmost part of Conception Bay, much of it shallow water laced with sand bars extending out a half mile and more. Because there are no good anchorages and because it's normally a lee shore, it's only good for sneaking in at low tide to gather *chocolatas* (small clams) and then scooting back north to a more sheltered cove to cook your bounty and spend the night.

Sailing north from Mulege, it's just two miles to Punta Prieta Bay and fantastic snorkeling. For novices there are shallow, rocky places; for the more advanced, there is deeper water around the outside of the point. Every size, shape and color of sealife

Santa
Rosalia

Punta Chivato Caleta San Lucas

Mulege Pasada Conception

Santispac

Bahia Concepcion

SEA OF CORTEZ

The Glasby's gunkholing grounds, from San Lucas Cove to Concepcion Bay.

in the Sea of Cortez can be found here.

Just a little farther north is Punta Colorado, a flat bluff that rises straight up from

the ocean. We never fail to get a strike on our fishing lines here. We don't always land the fish, but we always get a strike.

When sailing between Mulege and Punta Colorado we always troll a line or two behind and have had phenomenal luck with repalas or feathers. We've caught sea bass, dorado (mahi mahi), and sierra. And the few times the fish haven't been biting, it's still been fine sailing.

The halfway point between Caleta San Lucas and Mulege is Santa Ines Bay and Punta Chivato. The cove and beach there are very inviting and sheltered from the north. There's a good anchorage, in fairly shallow water, in the shadow of an old hotel that's just been reopened. Almost all the exquisite shells to be found in the gulf are in abundance here. It is a shell collector's paradise.

And when the yellowtail are in, the locals say the water "churns" with them. Many trophy roosterfish have been landed here, and two years ago a Mexican fisherman brought in a blue marlin, something rarely seen this far north.

The Santa Ines Islands — three low, flat ones — host large families of sea lions.

Rounding Punta Chivato into the Canal de San Marcos, we often encounter schools of dolphin that love to race and dive beneath our boat. We also often see the manta rays, which look like flipping magic carpets when they jump to try and rid their parasites.

In our estimation, San Lucas Cove has the loveliest setting on the whole coast. With a sailboat our size, it can be reached comfortably in two days from Mulege. The palmlined shore and white sand beaches offer great protection from the swells and chop that come up every afternoon in the Canal de San Marcos. The clear water teems with sea life and is a bass fisherman's dream come true. Here, too, oyster cling to the mangroves and can be gathered at low tide. The sandbars offer up many varieties of clams. We anchor close to a wrecked vessel in the middle of the bay. If the water surface is calm, we don't even need snorkels to see all kinds of sea life below, from giant grouper to tiny needlefish.

Nights at San Lucas are spectacularly beautiful, especially during a full moon. The phosphorous in the water gives each sea creature its own flashlight.



The only difficulty about San Lucas Cove is spotting it; it's hard to find the entrance until you're right on it. But there is a definite channel that can be seen because the water is so clear.

When leaving sailing out of San Lucas Cove, the northerly point of Isla San Marcos is directly across the channel to the east. San Marcos is an important source of gypsum for Mexico, and much of it is shipped to the United States and Japan. In an emergency, there is a very dusty but interesting shelter at the dock. In addition, there are small coves suitable for overnight anchoring at the south end as well as the middle of the west side of the island.

From these anchorages it's usually a fast wing-on-wing run back to Mulege. A sunset arrival at the oasis-like setting is great with the music of *mariachis* at the hotel across from our mooring. With luck, the moon rises

## IN LATITUDES



as we paddle our dinghy a quarter mile up the river to our home.

There's an old Mexican saying: "When the dust of Mexico falls on your shoulders, you will find peace nowhere else." To paraphrase that, we would say, "When the breeze and spray from the Sea of Cortez cool your face, you will have finally found paradise."

- shirley and bill 3/29/87

# Renaissance — Baba 35 John and Judy McCandless Manzanillo, Mexico (Redwood City)

Your recent letters and articles have finally prompted us to write about our own experience and thoughts about two related topics: insurance and crew. We would appreciate any comments or information from interested parties — in fact, we think it's

Sometimes there's no substitute for cruising insurance.

worth another article if you can find a willing lawyer.

Your October '86 article on cruising insurance reached us in the final weeks before departure on our three to four year cruise. Your conclusion that insurance is usually no problem for old hands with new boats didn't apply to us. John and I have both been sailing for 25 years and survived Mexico '82 doublehanded. Our boat is a 1984 Baba 35 with upgraded rigging, sails, winches, and \$20k of electronics.

In Mexico '82-'83 our Nor'West 33 with less gear was insured via one of the best marine agents and we had no claims. This time our agent tried everything — but Lloyds would not take a 35-ft boat anywhere, and an extension of our policy to Mexico was re-

jected unless we had a third person onboard. Thus we left the Bay Area with no insurance. The best way, then, to reduce this risk is to spend the premiums on ground tackle and navigation gear and to add extra crew. The latter, of course, bring us right back to the problem of having no insurance for the crew!

So, whether or not you're insured, the quandry of whether or not to take on crew rears its ugly head. We discussed taking a crewman we met in Cabo from Mexico to Tahiti in April. As it will be our first ocean crossing, an extra pair of eyes and hands would make the passage less tiring, especially if one of us became disabled — which has happened.

In January we did a trial compatability cruise across the Sea of Cortez and have as a result agreed to take the crewmember across to Polynesia. Based on my paralegal experience, a written agreement seemed appropriate, and I drafted the accompanying one for the passage to be signed by all parties.

Enter the excellent letter from attorney Ken Wilson in your March issue, which explains the different sets of applicable law and points out the inherent risks related to crew. Being uninsured, we stand the risk of losing our investment in the boat. But taking crew to help prevent such a loss could mean the loss of every asset as well as future income if we're sued for negligence or wrongful death. Is it worth the risk? How can the risk be mitigated?

The key seems to be avoiding the seaman/employee status and thus avoid the Jones Act. We could add to our agreement, "the parties understand that no employment relationship exists". But the letter raises more questions.

In order to designate the crew as a passenger, cannot duties aboard such as watch-keeping be specified as consideration for passage to Tahiti in lieu of his buying a ticket? (We set forth a separate amount for board). However, his entries in the log could be considered assisting with navigation. Can this be mitigated by specifying crew as a student of navigation and having all entries initialed by the-captain?

We are no longer a United States documented vessel. What laws would apply if an incident occured to a Canadian crew on a United States boat in French waters? Is it

#### **CHANGES**

Will the McCandless' agreement, printed below, stand up in court?

better to avoid certain countries in terms of crew liability?

It would appear difficult for an owner to

#### Agreement

This is to confirm agreement of the specified parties as it relates to passage and responsibilities abound the sailing vessel "Renaissance", a Baba 35 owned by John and Judy McCandless, c/o 11 Mass Avenue, Danvers, Mass, 01923.

The parties to this agreement are the Captain, John; The First Mate, Judy; and Crew

The authority and decisions regarding the welfare of the vessel and crew will reside in the above order.

In consideration of receiving passage from Mexico \_\_\_\_\_\_\_to \_\_\_\_aboard the vessel, the Crew agrees to provide reasonable daily assistance in sailing and maintaining the vessel and to abide by the following rules while aboard the vessel.

1. Drugs and Alcohol. Mind-altering drugs are illegal and are forbidden aboard. Because the owners stand to lose the vessel if authoritives find drugs aboard, the crew's belonging are subject to search to the captain at any time. Possession of drugs is grounds for immediate dismissal. While at sea no alcohol is permitted except as designated by the Captain. Crew will pay for his liquor separately.

2. Food. The vessel is fully provisioned, from which meals will be provided. Crew will contribute \$\_\_\_\_\_(U.S.) per week toward food, sundries and medical supplies, payable in advance. Expenses ashore are the responsibility of each individual. A snack locker will be designated for free access; all other food/supplies are off limits without permission from the First Mate.

3. Housekeeping. Because of limited space and for safety, all parties are expected to leave all areas tidy and gear stowed. Each is responsible for his own laundry; however, laundry will not be washed unless there is an external source of fresh water available. Dishes and personal washing is always to be done in salt water with fresh water rinse. Take off shoes and wet gear before going down below to keep out sand and salt.

4. Watch keeping. All parties will participate on the following schedule or as mutually agreed:

Evening	Day	
6-9 Judy	6-9 John	
9-12 John	9-12 Crew	
12-3 Crew	12-3 John	
3.6 India	3.60	

The person on watch is responsible for hourly log entry and watching for gear failure or chafe. Any problems must be reported to the Captain immediately. The Captain, besides standing watch is responsible for repairs, navigation and radio operation. The First Mate is responsible for galley duty and maintaining order below decks. Therefore, the crew will be expected to help with maintenance chores or extended watch periods as needed for the welfare of all.

5. Bond and Papers. Any and all bonds, entry fees and papers required by the government will be delivered by Crew to the Captain before departure. Upon arrival in the Captain agrees to return personal papers and bonds to the Crew promptly within the limits of the applicable government.

6. Liability/Responsibility. The owners have provided aboard a large number of safety gear items and a complete first aid kit. The crew recognizes that sailing a small boat on an ocean is inherently dangerous and agrees to hold the owners harmless for his injury or illness while on board.

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defend against a negligence claim even if there was excellent maintenance. A cruising boat is always moving and it's hard to avoid having some part of the body make contact with some part of the boat. Thus the need for limiting the owner's liability to a reasonable limit.

And what rights should a crewmember expect? Most cruising boats don't carry insurance because they can't qualify or afford it. And if owners are not willing to take the risks of bringing crew, how are new sailors going to learn so they can qualify for insurance?

judy and john 3/11/87

Judy and John — You sound like you're at your wit's end, and that's completely understandable. It's a Catch 22 situation; if you can't get insurance you need extra crew for safety, but by taking crew when you have no insurance you're opening yourself to a catastrophic lawsuit.

In regard to insurance. We cannot understand why you didn't have any easy time getting insurance for Mexico. We applied through a brand new — to us — agent to a brand new — to us — company and were offered it at just \$200 over the Northern California premium. If you weren't offered something similar, you didn't shop enough.

As noted in our article, once you head to the South Pacific, you're pretty much left with Lloyds, at which point you're talking very high premiums and special requirements — such as a third crewmember and perhaps a certain minimum length boat.

But you have to remember that Lloyds is not an insurance company like an American company. If you apply to State Farm and they turn you down, you can conclude that State Farm won't insure you But with Lloyds is a group of companies willing to take shares of risks. If you apply to Lloyds through one broker and you get turned down it doesn't mean another broker can't insure you through Lloyds. We know, because that's exactly what happened with Big O, our charter boat.

Something else about Lloyds and American courts that's likely to break your heart: Only a couple of weeks back we had a delightful cocktail chat with Peter T. Osborne, Executive Director of Ropner Insurance Services Limited of London, broker

## **IN LATITUDES**

to Lloyds of London. Peter explained that American courts have little respect for limits to areas of navigation and other special requirements that have no direct bearing with accidents that result in claims. For example, he reported that Lloyds had to pay off a claim on a boat that was sailing something like 150 miles outside of the limits of navigation specified in the policy. And in another case a California court ruled they had to pay off even though there wasn't the minimum specified number of crew aboard when the vessel was lost.

What do we think of your agreement? We have a horrible suspicion that an aggressive attorney would ravage it in court and that a jury would make you pay through the hawse pipe.

A wild suggestion. Presumably your crewmember doesn't have many assets to lose. So why not bareboat charter the boat to him for \$1 and then you sign on as crew? It might be worth á try.

The other thing you can try is to register the boat in another country — Bermuda, the Cayman Islands, Panama, etc. However, this takes a little doing and may create a whole new set of risks. It's noteworthy, however, that Mr. Osborne unequivocally stated that the United States was by far the worst country in the world for liability suits, and that of the States, the worst were California, Florida, Lousiana and Texas — in descending order.

Well, enough of our very limited knowledge. Perhaps Mr. Wilson or another attorney would be willing to risk a few comments on your 'agreement' and the real and serious questions you — and most every other cruiser — have.

#### Genesis - Niagara 35 Ron and Karen Minor N.Z. to S.F. by ship (Bruno's Island)

This Changes is a follow-up to Fred Fletcher's (Amigo) letter published in your August 1986 edition, concerning shipping a boat home to the U.S. via freighter from New Zealand.

We shipped Genesis, our 35-ft Niagara, from Auckland to San Francisco in February of this year, almost a year after Fred shipped Amigo. We also used Columbus Shipping Lines to freight our boat. Peter Gillon was

extremely helpful and patient explaining the difference between flat-rack rate prices (\$39 per cubic meter) and bulk-rate prices (\$155 per foot) to us. The problem we ran into with the flat-rack rate was that Genesis has a 52-ft mast, and maximum mast length is 48 feet on the flat-rack. Using a flat-rack, there would have been an extra charge of \$500 in New Zealand to load the mast and additional charges of \$450 per half hour in San Francisco to unload the mast. (Can anyone or anything really be worth \$900 an hour?) So we choose the bulk rate. The mast was loaded and unloaded at no additional cost - but - we had to take off our bowsprit to be exactly 35 feet.

We also used Dave Wiley's Boat Haulage, Ltd. in Auckland as our freight forwarder. Dave really put our minds at ease with his expertise and his air of simplicity. It sure didn't sound simple to us! He understood that our budget was tight and gave us suggestions such as pulling our mast ourselves at the free gantry. We did use the rigger he suggested, Terry Gillespie, for minimal help and for procurring plastic bubble wrap to wrap the mast ourselves.

Genesis was hauled out at McMillian and Wing in Auckland where a cradle was welded, and she was secured to be trucked through downtown Auckland to the pier where the Columbus Victoria would wisk her 22 knots to windward and home. Dave Wiley's charges to us were \$648 for manufacturing the cradle, \$108 for straps to secure Genesis to the cradle, \$70 for Terry Gillispe and bubble wrap, \$162 for cartage, and \$98 for our stay at McMillan and Wing's boatyard. When our boat was ready for shipping, we flew home, confident that Dave would get her to the ship.

We eliminated the New Zealand exportation documentation fee (Customs) by doing our own leg work. It was easy to do and saved us about \$100. (Again, thanks to Peter Gillon for his help on that.)

We insured Genesis for the trip home and found only one company, Marine Insurance Company of New Zealand, that would handle it. We were insured from the time our boat was hauled out of the water in Auckland until she was put back into the water in San Francisco. The cost of the insurance was \$500 (1/2 of 1% of hull value was their formula).



Judy and John, after surviving the Cabo disaster of '82 on their Nor'West 33

Genesis arrived 21 days later at Pier 96 in San Francisco where our wharfage fee was \$565 (computed on actual cubic meters). We called Arthur J. Fritz and Co. to retain them as our shipping and customs agents, but they wouldn't touch us with a ten-foot pole. Shipping a U.S. documented boat back into the U.S. after cruising is not an easy matter, I guess. We retained Hoyt Shiepston for \$180, and their agent, Olga, made the process seem easy.

We coordinated all of the ship's arrival plans in San Francisco with John Ahmin of the Transpacific Transportation Company whose job is dealing with in-bound freight to San Francisco on the Columbus Line. John, as far as we are concerned, went above and beyond for us. He spent countless hours on the phone working out last minute problems for us and accomplishing things we could not have begun to do.

Although, we had arranged for in-the-water delivery directly from the freighter in San Francisco to avoid a minimum Stevedoring charge of \$700, the ship came into port at night and would not unload us directly into the water. This happened because: 1. with our bowsprit removed from the boat we had no running lights, and 2. the pier has lighting facilities for unloading freight to the dock, but the "water side" of the freighter was shrouded in darkness. So our boat was unloaded onto the dock and then launched by the Stevedoring Services of

#### CHANGES

America at no additional charge to us. This was coordinated by John Admin; without his help we'd surely be undergoing tests at the nearest mental facility instead of sitting in our slip at Bruno's Island.

After seeing the dockside situation, it's our opinion that it would be very difficult to unload a boat directly into the water from the freighter — even during the day. As it was, we were lowered into the water next to a pier where we used our fenders and were tied to the dock where there was a pretty healthy swell running. The mast was then lowered onto our rolling deck. We feel that trying to accomplish this against the side of a huge freighter with no means of securing and fending us off at the same, would have been a real high blood-pressure situation. We would not recommend it.

We also had a cradle deposit of \$200 to the Stevedoring Services of America. They found a scrap iron dealer that would haul the steel cradle off the dock for \$90, so they returned \$110 of that deposit.

Back in the Delta, we had the mast stepped at Walton's Marine Boat Yard in Rio Vista. Bob Walton was very helpful, and even though we were in one of his slips for several days our only charge was \$150 for the crane.

All prices quoted in this article are in U.S. dollars. At the time of shipping the exchange rate was approximately \$.54 to the New Zealand dollar. The grand total for shipping *Genesis* back to the States was:

Dave Wiley's Boat Haulage \$1,086
Columbus Shipping (ocean freight) 5,425
S.F. Wharfage
Hoyt Shiepston (customs agent) 180
Insurance
Cradle deposit
Walton's crane
\$7.996

After all of this, we should mention that Genesis arrived in perfect condition!

- ron and karen minor 4/5/87

Halcyon — Westsail 43
Jack and Jacquie Randall
St. Patrick's Day
And Blessing of the Fleet
Bahia Navidad
(Woodland Park, CO)

The annual St. Patrick's Day Fiesta and Blessing of the Fleet was held at Los



Pelicanos Restaurant, Melaque, Bahia Navidad. Owners Filamina and Trini hosted the all day celebration. Father Antonio of St. Patricios Catholic Church performed the services, offered communion for all, then blessed each boat. The fleet included over 20 fishing pangas and 32 cruising sailboats.

Festivities began early in the day on Tuesday, March 17 at Los Pelicanos. Many of the cruisers were anchored offshore, several arrived during the morning. The local fishing fleet came en masse from Navidad Village at the south end of Bahia Navidad. Father Antonio was ferried through the light surf to a panga then passed through the fleet blessing each boat in turn. The feast provided by Los Pelicanos was an abundance of potato salad, tortillas, salsa, roast cabrito and puerco. Fiesta-goers paid for large quantities of beer, wine, mixed and soft drinks.

Entertainment provided by Los Pelicanos was by Javiar and Ruben and supplemented with jokes by cruisers in attendance. Late

Filamina of Los Pelicanos Restaurant in Melaque has been hosting cruisers for years now. This group photo was taken back in 1984.

morning arrivals provided highlights to the activities making beach landings through the light to medium surf. Dry experts were quick to explain their technique to others who were damp and sandy from their encounter.

Early evening most of the party moved to the church and central plaza of Melaque where the locals were enjoying random fireworks, plaza promenade and street vendor competition. The chicken wire disco area contained the most active youth and amplifiers. Dawn of the 18th found most of the revelers straggling to hotels, casa, the beach and back to boats.

Cruisers in attendance were as follows: Frank and Judy Lara, Amistad, Moss Landing; Ralph and Floydean Dommer, Be Gentle, Moss Landing; Howard and Joyce Stevens, Carina, Newport Beach; Steve and Pam Bergman, Dandelion II, San Diego;

#### IN LATITUDES



Lou and Barbara Martel, Daybreak, San Francisco; Steve and Tommie Flanagan, Facsimile, San Diego; Charlie Rockwood, Wendy Harrison, Christie Edwards, Forever Changes, San Francisco; Buzz and Maureen Hatheway, Gambit, San Diego; Ken and JoAnne Rambo, Gannet, Pt. Richmond; Jack and Jacquie Randall, Halcyon, Portland; Felix and Corry Hardie, Indian Summer II, Victoria, B.C; Betty Williams, Gordon Rynders, Bill and Sandy Diffenbauch, Kuralais, New York; Ray and Marlene, Maraea, San Diego; Harry and Jamie Goulding, Russ and Sally Philrick, Mariah, Channel Island Harbor, Oxnard; Bill and Carolyn Sanderson, Maui Moon, San Francisco; George and Carol, Shasta and Ginger, Nina del Mar, San Francisco; John and Sue Foote, Pender. British Columbia; Jim and Jeanie Long, Oasis, Alameda; Bobbie and Don Starr, Seascape; Daphne and Barrie Hartley, Sirocco, Santa Barbara; Robert and Brian Oakley, Luise Marchi,

Sisu, Santa Cruz; Vern and Gisela Mathesin, Sundance, Newport Beach; Ralph and Starr, The Trip, San Francisco; Bill and Linda Taylor, Sasah Too, Wandering Star; Winfield and Rosemary Dublin, WindRose, Jacksonville, TX; Jaime, Windfall; Graham and Jana, Upon Reflection; Anchorage; Douglas and Kari Day, Wunderburg.

Additionally: Jim and Claire Gorman, Granta, Jalisco; Dr. Alberto Sandoval, Zapopan, Jalisco; Rene Messina, Guadalajara, Jalisco; Jo Ruster, P.V.R; Dean Hasterbrook, P.V.R; Pat and John Vitta, La Arco Iris; Joyce and Bill Ringwald, La Brisas.

- jack and jacquie 3/20/87

J & J — Ralph on The Trip claims there was lots of theft on the mainland in places like Navidad and Z-town. Any opinions? He also suspects Americans. Any thoughts on that?

#### Amazing Grace — Farr 55 Willy Stiggelbout

Just a brief note to let you know that Amazing Grace, the second Tompkins/Farr 55 from New Zealand, passed safely under the Gate at 0430 on April 7. As you know, the trip up the coast from Mexico isn't much fun, but the boat covered the distance in 8.5 days — sailing upwind almost all the way!

In my last letter to you, I was unfair to the hull design and Seatec, the mast maker. I called attention to the boat's propensity to pounding on short steep waves while on the wind. Since then I've remembered that nearly all high-performance boats I've sailed do this — it's just that I haven't sailed any other rocketship 12,000 miles on the wind! In all fairness, I'd recommend a Farr design to any performance-minded cruising yachtsman who wasn't planning to sail hard on the wind more than 80 percent of the time. It would be a joy to sail Amazing Grace on any popular ocean voyage anywhere in the world.

I also referred to some mast problems we had on our long slog. We stopped off in Los Angeles for Seatec to address these problems. It's often difficult in this industry of ours to find people who will really stand behind their product, but I'm happy to report that Alan Blunt from Seatec went out of his way to make sure that "AG" is a happy customer.

Cindy and I are off to Europe for a few months, but I urge you to keep your eye out on the Bay for a fantastic blue 55-footer that'll kick the pants off any 60-foot cruising boat afloat. She's quite a yacht — the Riggs family deserve the best.

willy stiggelbout unemployed yacht captain 4/15/87

#### Serena — N/A Frank and Joan Dwinnell La Paz, BCS (San Diego)

Thank you for Janet Calvert's *Cruisers* Guide to La Paz which appeared in your February 1987 issue. After trudging the pavement in Puerto Vallarta and Manzanillo, we were grateful for the map.

We have, however, discovered a grave navigational error in the *Guide*. We think you'll agree with us that the inability to locate Bing Ice Cream constitutes a threat to the health and welfare — if not the safety — of the crew.

Our exhausting investigations have lead us to fix the location of Bing in La Paz on the southwest corner of Esquerro and La Paz, not Esquerro and 16 de Septiembre, as shown on the map.

— frank and joan 3/14/87

Frank and Joan — In dry La Paz, that is a serious mistake!

Bing is great, but have you tried the ices at the place across the street to the east from the mercado? The lip-puckering limon is just the cure for having seen a guy casually carrying a skinned cow's head down the aisle's of the mercado.

#### Money in Mexico It's a Bargain

Folks may be justified in complaining about the cost of living in the San Francisco Bay area, but cruisers have no excuse for complaining about the prices in Mexico. Wow, are they ever low — as long as you stay out of high-rolling tourist enclaves.

Back in 1978 the **peso** was fairly stable at 22 to the United States dollar. Then with the bust of the oil boom and other problems, the peso tumbled precipitously. At this time last year it had fallen all the way to 650 pesos to the dollar. Now? In La Paz even the big tourist hotels give 1,150 pesos to the dollar.

# CLASSY CLASSIFIEDS

#### Deadline: 15th of the month prior to publication

- Personal ads: 1-40 words: \$10 / 40-80 words: \$20 / 80-120 words: \$40 (Personal property you are selling; help wanted)
- Business ads: \$20 for 40 words maximum (Service(s) or business you are selling; charters; 1 boat per broker)
- Ads taken through the mail or in person only (Sorry, no ads accepted over the telephone)
- Money must accompany ad. No Classified billing. (Check, cash, or Money Order; No credit cards.)
- Latitude 34
- 1625 W. Olympic Blvd., Suite M06, Los Angeles, CA 90015
- \$3.00 for postage & handling for individual issues requested. No tear sheets.

Sorry, but due to a tight deadline. we cannot accept changes or cancellations after submitting ad.

#### SAILBOATS

#### 25-FT & UNDER

INTERNATIONAL 14 JALAPENO, Clark-built 1969, Proctor design, fiberglass with teak. Older rig dimensions with single trapeze, but sound, complete, and ready to sall with trailer and current registration. \$950. D. Wing, 1538 Granada, San Diego, CA 92102. (619) 239-4874.

FOLKBOAT 25-FT. Built 1960 Denmark. Excellent condition, full cover, new Interior & cockpit cushlons, o.b., safety equipment and more. \$8,500/0B0 (in Channel Is. Harbor). Days (805) 985-5334; eves/weekends (805)

#### 26-FT - 35-FT

CAPTAIN SAYSI We need a bigger boat. And she's right! So, for sale, Columbia 28' in good condition. Tabernacie mast, ap, VHF, ds, km, refrigeration, Atomic 4, 5 sails, new bottom paint. Plus more. Best offer over 11K. Terms possible. (213) 739-5940.

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CLASSIC BRISTOL 32-FT. \$28,950. 1967. Beautiful crulser, well-maintained, f/g. 27 hp dsl, complete sall Inventory, teak & mahogany Interior, custom woodwork, dodger & lee cloths, 3 anchors (33-lb Bruce, roller & windlass), km, fm. Ventura. (800) 272-7367; (805) 529-4231.

HOBIE 33. Retractable keel, Trail-Rite trailer, 10 bags, Loran, VHF, Signet 2000, MOB w/strobe, consistent So. Cal. winner. \$25,500/0BO. (213) 833-6709 or (714)

33-FT HANS CHRISTIAN Cutter rig, f/g hull with beautiful teak interior. Upgraded to highest safety, comfort & performance standards. Murry winches, autopilot, windvane, Combi system, tabernacle mast, shortwave. Immaculate condition. Comfortable cruiser. \$82,500. (619) 295-7685 cash, terms, trade,

35-FT MOTORSAILER KETCH. Dual steering. Excellent inventory for long-distance cruising. 30K firm. By owner. (619) 722-2700.

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1982 HUNTER 36. \$49,500. Fast cruiser, sloop, Newport slip, fin kee, 4'11" draft, reverse transom, swim ladder, fiberglass, deck bolted to hull/toe rail, shrouds anchored to stringers with s.s. bars, no leaks. 13,500 displ., 6,000 lead ballast, 11'1" beam. Roller furling, 4 sails, Barients, Loran, VHF, depth/knots, Yanmar diesel, 2 CQRs, 5 berths, teak/holly sole, s.s. galley, h/c pressure water, shower, head, holding tank/elec. pump, refrigeration, kerosene stove/oven. TV, microwave, elrc. bilge/sump pumps. Immaculate. (714) 626-2173.

FISHER 37-FT 1978 MOTORSAILER. Dual steering. All cruising equip. 79K firm. By owner. (619) 722-2700.

NZ 37. New Zealand built performance crulser, 12,500-lb cold-molded kauri wood encased in epoxy saturated fiberglass. Custom 1969 37-ft sloop. Rod riggings, B&G gauges, tapered mast, vane, ap, Barients, etc. Mexico & HI vet. \$44,500. (805) 642-2254.

NAIAD FAST RACER/CRUISER. 1976 C&B custom Burns 38. Wood-epoxy ULDB. Recently returned from Polynesian tour (20 days Santa Barbara to Marquesas, 26 back). Radar, weatherfax, SatNav, Ham, SSB, etc. \$83K. (805) 963-3273. T. James, Box 20091, Santa Barbara, CA 93120.

CUSTOM 40-FT MASON SLOOP. Doubleplanked mahogany. Exceptionally fine condition. Continuously maintained. Tri-cabin layout with aft berths, nav. station and walkin forepeak for sail stowage. Exceptionally roomy with lots of stowage. Awlgrip hull and deck, alum. spars, '87 Perkins, autopilot, windvane, elec. windlass, Bowmar hatches, twin poles, propane stove. A credit to Al Mason. \$62,500. Call (213) 822-3779 eves.

COLUMBIA 40 EVENING STAR. Classic, strong, cruise equipped. Everything: autopilots, radar, diesel, Zodiac, Evinrude, EPIRB, SatNav, 7 bags, spinnaker, 150 gal. water, dodger, etc. Sacrifice. First \$35,000. (714) 828-8700 info. Marina de La Paz, Mexico, #52. 682-21646.

CAL 40. Pices 40 hp diesel, modern cabin design, very clean, new paint inside/outside, many sails, dodger, tiller, documented, cruise/race, slip available. \$39,000 or assume 9% loan. Eves. (805) 647-9668.

**ELEGANT CRUISING SAILBOAT.** 41-ft on deck. Insulated fiberglass hull with teak decks and trim. Cutter rig. Bright airy showcase interior. Dependable Perkins diesel. Truly bristol. Offered at only \$114,500. Call owner at (805) 984-0463.

41-FT YANKEE CLIPPER KETCH. Wm. Garden design, built 1973 by Formosa Yachts. F/g hull. Teak deck & interior. Perkins 4-107 engine. Exc. condition. Great liveaboard. Spacious interior. 6'6' headroom. Ref/freezer. CNG stove. Call for equipment list. \$67,000. (805) 658-7447.

ISLAND TRADER 41 CEN. COCKPIT. 1978 Garden design. All fiberglass. Perkins 4-108, 2,500 hrs. Long-distance cruiser, ketch. Been there & back, ready to go again. Ham radio, radar, elec. windlass, self-steering vane & autopilot. Ref. & freezer Cold.Plate 110v & eng. driven compressor system. 7 sails, 2 heads, 2 showers, 6-man Avon liferaft. New LP on hull late '86. All custom teak Interior. Additional equipment list on request. Large spare parts inventory. Original owner. In immaculate condition. \$89,500. (805) 984-9346.

43-FT SPINORIFT OESIGN. Cutter rigged with roller furling, pilothouse with interior steering, SatNav, radar, autopilot, 80 hp Ford-Lehman diesel engine. 7 sails, 2 heads, 2 double berths, 2 refers, loads of other equipment. Great cruising liveaboard. \$129,900. (213) 436-5216.

#### **CREW POSITIONS**

WANT TO GO TO HAWAII. Solid inland-lake skippering/racing background. Summer's length deck experience on Ericson 35', Newport Beach; weekend cruising experience Newport, Santa Barbara, Channel Is. Enjoy people. Like to learn. Can cook Robert (415) 525-6289; (818) 799-3072.

CREW — HAWAII. Lord Nelson 41 leaving Newport Beach June 20. 2 male/female or couple with ocean experience. Must be easygoing and compatible. Share food expenses. Boat fully equipped for long passages. Call (714) 673-2514.

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Enjoy learning heavy weather salling, anchoring, navigation, spinnakers & cruising skills. Join Solo TransPac skipper Mike Pysel on a personally tallored 3-5 day liveaboard instruction cruise in Santa Barbara's offshore islands. Brochure. PYZEL NAVIGATION & CRUISING, P.O. Box 4217, Santa Barbara, CA 93140-4217. (805) 969-4195.

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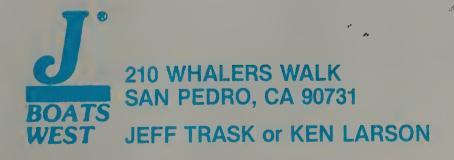
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# What's Keeping You From Owning An Express 37?

Because Alsberg Brothers is known for building extremely high quality, fully outfitted yachts with the finest equipment; many people assume that the 37 costs more than the average cruiser/racer. Not so. A sailaway 37 is less expensive than a comparably equipped Tartan 37, C&C 38, Sabre 38, Pearson 38, Freedom 36, Ericson 38, Beneteau 375, etc!

Construction: There is no production boat built with the combination of high quality materials and sophisticated construction methods used by Alsberg. These materials and methods mean safety and long term durability. Terry Alsberg believes this strongly enough to offer a limited lifetime warranty to the original owner.

Intimidation: You've heard she's fast. In the days of Nathaniel Herreshoff a "proper yacht" had to be fast and handle smartly. Unfortunately, thanks to some squirrely boats designed to the IOR rule, many people these days equate speed and responsiveness with intractability. They've never sailed an Express 37. Her clean undistorted lines, small foretriangle, stability, and amazing ease of handling are the reasons novices and experts, cruisers and racers seek her out. Look at the 37 owners here in California.

21% — The 37 is their first boat 27% — Blue water and coastal cruise — no racing 16% — Liveaboard 47% — Had never raced before 73% — Now race one-design & cruise

Comfort: On deck and below a 37 is not merely comfortable but elegant. The cockpit is contoured for comfortable seating and it's long enough to sleep in. The aft deck has room for two decks chairs! The wide side decks allow safe and easy movement around the boat underway or at dockside. The boom is high enough so it's not a head knocker. Below — Yachting magazine said the 37, "regardless of the claims of other builders, has the only furniture quality joinerwork we've seen on a production boat." If you like the clean lines of Finnish or Bauhaus architecture, you'll appreciate her elegance. She's even available with an aft cabin.

Over the past 3 years, California Express owners have cruised shorthanded across to Catalina and across the Pacific. They've lived aboard. They've daysailed with their families. They've won regatta and season honors in races from 3 to 30 knots. They've won the Cabo race twice. They've finished 1, 2 and 3 in the Transpac. They have a 26-boat one-design association in San Francisco. There is no other boat that can give you all of these possibilities.

Value: Astounding durability, versatility, a strong and growing one-design association, and highly competitive pricing all contribute to value. But, more importantly, she's not just this year's boat. She's not designed in reaction to a European invasion, or the latest cruising trend, or a quirky rating rule. She's a boat that you and your family will enjoy and grow with for years.

Now, what's keeping you from owning an Express 37?

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